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LOSS OF THE "FRANGESTAN."

BARONET TELLS OF THRILLING EXPERIENCE.

CAPTAIN'S COOLNESS DESCRIBED.

(Reuter's Service.)

Port Sudan, April 4.
Sir Derrick Watson, the baronet, a passenger on the s.s. Frangestan, interviewed by Reuter gave a thrilling narrative.
He said that when the wireless operator woke him up with the alarm of fire, he regarded it as a joke in retaliation for many he had played the previous day; but he rose and found the passengers mustered on the deck watching smoke rising from the ventilators. Even then he did not think the matter serious, but later the smoke increased and it became obvious the fire could not be controlled. When the flames spread, an aged pilgrim offered his small vessel of holy water, confident it could quell the furnace. Meanwhile the Frangestan was communicating by wireless with some forty-seven ships. When the s.s. Clan Maciver arrived, the European passengers were first transferred, then the pilgrims and their baggage. Night fell before the transfer was completed. The smoke was then rising in dense clouds.
An Italian ship, standing by, turned its searchlights on the Frangestan, and disclosed an eerie spectacle of a smoking ship surrounded by swarms of hungry sharks, led by a pilot fish. The crew remained aboard, and the wireless operator despite the oppressive heat and smoke stuck to his cabin until just before the captain ordered the crew to abandon the ship. The flames spread from forward, devouring first the saloon and then the lounge under the bridge, on which the captain was standing at his post. The ship listed heavily, settling by the head. So intense was the heat that the steel plates fell off like scales, leaving a skeleton silhouetted against a roaring furnace.
The s.s. Tangistan's lights were sighted at ten in the evening. It was by then impossible for the captain to remain. As he departed he paused on the gangway to light a cigarette, and simultaneously the gangway caught fire. The proceedings throughout were very orderly. None of the passengers' effects were lost, and all are little the worse for the experience.
[As we stated on Thursday, the s.s. Frangestan, which is owned by Mr. H. M. H. Nomazé, is commanded by Capt. W. J. Reynolds, formerly of Hongkong.]

"JELLYFISH" GOVERNMENT.

LABOUR MEMBER'S STRICTURES.

EVICCTIONS BILL COMPROMISE.

London, April 4.
In the House of Commons, Mr. Clynes settled doubts regarding a Government way out of the impasse in which it has found itself as regards the Evictions Bill. He stated the Government proposed to submit amendments to Clause One in committee, providing that, before the court makes an order for possession in case of non-payment of rent it shall first be satisfied that the tenant had a reasonable opportunity of obtaining relief from the local poor law authorities. He was advised that such an amendment would be within the scope of the present Bill, and did not require a money resolution, therefore the Government proposed to take the Bill as the first business on Monday.
After some Liberal and Conservative criticism of the proposed procedure, the Labourite Mr. Kirkwood excited Opposition laughter and cheers in a so-called speech in which he described the Government as a jellyfish calling themselves Socialists. He said the time had come for the Government to prove its usefulness. Tenants were threatened with eviction, particularly in Scotland, and parish councils were already over-burdened. The Government should say whether it intended to introduce a money Bill to recoup them. Mr. Clynes replied that the charge on the community must first be met through the local authorities. He said there was nothing to indicate that the Government was opposed to recouping them from State funds.

(Other Telegrams on Page 2.)

NEW ENTERPRISE.

LANE, CRAWFORD'S LATEST DEPARTMENT.

The latest department to be added to the main store of Messrs. Lane, Crawford, Ltd., is one dealing exclusively with the latest appliances in gas heating, cooking and lighting apparatus. This has been made possible under an arrangement between the firm and the Hongkong and China Gas Company, whereby a modern showroom has been arranged in the heart of the shopping district, where those interested may inspect modern heating and lighting devices and, at the same time, receive expert advice concerning cost of installation and maintenance.

THE CHESS TOURNEY.

Reti in the Lead.

New York April 4.
The position of the leaders at the end of the thirteenth round of the chess tournament was—Reti, 7 wins and 3 losses and 2 draws; Doctor Lasker, 5.0 and 5; Capablanca 4.1 and 7.
Doctor Lasker has two games scheduled.—Reuter's American Service.

LAWN TENNIS.

NEXT WEEK'S GAMES.

We are informed that according to present arrangements, the following tournament matches are to be played on the Stand Court next week:
Tuesday.—Ng Sze-kwong v. T. Honda.
Thursday.—S. H. and S. D. Ismail v. S. E. Green and T. Lay.
Friday.—Ng Sze-kwong and C. Chida v. the winners of Hattersley Smith and Williams v. R. E. Worthington and F. A. Redmond.

FRENCH GOVERNMENT GAINS CONFIDENCE.

Paris, April 4.
Voting as a question of confidence in the Government, the Chamber rejected a Radical amendment to the Pensions Bill by 327 to 201. It was a test vote on the same issue which caused the defeat of the late Government on March 20th. The present majority affords a truer reflex of the Government's position than last night's vote on the Ruhr policy, for which M. Poincaré has invariably secured thumping majorities.—Reuter.

GOOD SAMARITANS.

ARRIVAL OF MORE TOURISTS.

About 400 American tourists have arrived in port on the s.s. Samaria, and the usual trips to places of interest in the Colony. Canton and Macao are being arranged. The tour commenced at New York, the next point being Madeira, then Gibraltar, Algiers, Naples, Cairo, through the Suez Canal on to Bombay, then overland to Agra. Rejoining the ship at Bombay, the travellers proceeded to Ceylon, then Calcutta, afterwards Sumatra, Java, Singapore and Manila. They proceed from here to Shanghai, Japan, Hawaiian Islands, San Francisco, through the Panama Canal back to New York.

The Samaria is a Cunard liner of 20,000 tons register, under Commander G. S. Horsburgh, O.B.E., R.D., R.N.R., and is one of the finest boats in the North Atlantic trade. She was especially fitted up under the directions of Mr. Ross Skinner, cruise director for the annual round the world cruise, so that besides a spacious swimming pool, the passengers have the advantages of a gymnasium, every form of deck sport, and possibly most unique of all, a very complete bookshop where they are able to select the latest in fiction, travel, and biography from a stock of 5,000. The bookshop, known as Orientalia, has been accorded considerable publicity from the time the Samaria left New York on January 26 last, when it was hailed as the first round the world bookshop, and has received favourable comment at each port of call. Conceived and run by Miss Ruth Lerch, and a by-product of the American National Book Publisher's Association, the venture has proved a great success.

Amongst the better-known passengers are Mr. F. K. Hubbard ("Abo Martin"), a clever writer, Mr. R. E. Olds, president of the Reo Automobile Co. of Michigan, Mr. Frederick Strauss, the well-known New York banker and a trustee of the Rockefeller Foundation (with his daughter), and Mr. H. G. B. Alexander, president of the Continental Casualty Company of Chicago. There are several prominent British passengers as well. The list of British tourists includes Mr. Stephen Martin, of Glasgow, writer of detective stories and romances, as well as a former well-known cricketer. He is travelling with Mr. Alexander Gordon, a manufacturer of Glasgow, and his two daughters, Miss Ida A. and Miss Jane H. Gordon. Another Briton, Capt. Fielding, formerly of the Scots Greys, left the ship at Singapore. Others are: Mr. and Mrs. Melrose MacMillan, of Wadbridge, Cornwall; Mrs. S. Bacon, a novelist, and Mr. Bacon, an artist, both of London; Mr. and Mrs. Irwin Clark and daughter, Miss E. Clark, of London, and Dr. and Mrs. P. Fumivall, of Northam, the former a well-known surgeon.

NOTABLE DRAMA.

AT THE CORONET.

At the Coronet Theatre there is now being shown a picture which it is hard to imagine better in any single detail. This does not mean, of course, that "Trifling Women" is the ideal picture with universal appeal; it means simply that the producer has fully achieved the aims he had set before himself. Apart from careful staging and faultless filming, these aims appear to have been to create strong, forcible drama and to give it the really intense acting necessary not merely to grip the interest but to increase the spell until the great climax should bring surprise and relief. This the producer has been able to accomplish, firstly because the story is unusually rich in colour and incident, and secondly because he has been able to invoke the services of brilliant screen players like Ramón Novarro, Barbara La Marr, John Gilbert and Edward Connolly.

JAPANESE STEAMER IN DANGER.

Heavy List Owing to Shifting Cargo.

Sydney, April 4.

The Japanese steamer Honolulu Maru from Melbourne bound for Sydney, has wirelessed that she urgently requires assistance, saying the vessel has heeled over too much and is in a dangerous condition. Several steamers are going to her assistance, and a tug has been sent from Sydney. The vessel is making little headway. The captain does not wish to leave the ship, and the British warship Dauntless is standing by.—Reuter.

Melbourne, April 4.

The Honolulu Maru's cargo of zinc shifted, owing to heavy seas.—Reuter.

Sydney, April 4.

The warship Dragon is towing the Honolulu Maru to Jervis Bay. She was fighting desperately in terrific seas late last night.—Reuter.

QUEENSLAND BORROWS IN BRITAIN.

Former Suspensions Allayed.

London, April 4.

The first Queensland Loan issued in England since December, 1919, is being underwritten, for conversion of the 3½ per cent. 1924 Loan of £4,765,000, and also the 4 per cent. £7,339,000 Loan due on July 1st. Some holders of these loans have been offered in exchange 5½ per cent. inscribed stock, 1926 to 1929, on cash payment of ten shillings per cent.

Cash applications will be received at 99¼ per cent. on payment of ten per cent. on application and 89½ on July 1st. This is a sequel to the success of the efforts by Mr. Theodore, Queensland's Socialist Premier, to raise the embargo on Queensland loans since the passage of the Queensland Pastoral Leases Act in 1920, which British financial concerns having large property holdings complained was inimical to their interests. Concessions made by Mr. Theodore with regard to this offending statute have removed all differences.—Reuter.

SAVING THE MARK.

Restriction on Rich Idlers.

Berlin, April 4.

The Government has at length taken steps to check the exodus of Germans who, since marks were stabilised, have been living in luxury in foreign health resorts. A decree has been signed by Herr Ebert which states that only two hundred gold marks may be taken out of the country, and every German traveller must pay a tax of five hundred gold marks except in the case of trades.

One of the main reasons for this is the fact that seventy thousand Germans are at present in Italy, spending roughly thirty-five million reutenmarks monthly many accepting three instead of the official six Italian lire for one reutenmark, thus endangering the latter's stability.

The decree is criticised as not affecting the rich but interfering with the holidays of the middle-class desiring to journey abroad.—Reuter.

FURTHER OCCUPATION.

Berlin, April 4.

An Essen messenger says the French have extended their occupation to the Ruhr district of the Rhine.—Reuter.

"BOMB" EXPLODES.

TWO PEOPLE INJURED.

A woman and her daughter were injured when an article believed to be an amateur bomb exploded in their home at No. 5, Square Street, Hongkong, last night.

A small boy had picked up a tin containing some unknown substance and brought it home, and, because the other inmates were unable to discover what it exactly was, he was advised to throw it away. He dumped it in the dustbin in the kitchen of their home at No. 5, Square Street. Later, hot ashes were thrown into the bin from a chetty, and this must have come into contact with some explosive contents in the discarded tin, for an explosion immediately occurred.

A woman and her five-year-old daughter, who were in the kitchen, were injured by flying bits of metal. They were taken to hospital by the police. An investigation into the matter is proceeding.

MONDAY'S RECITAL.

A FINE PROGRAMME.

Mr. Harry Ore, the well-known pianist, assisted by Mrs. R. Sanger and Professor F. Gonzales, is to give his recital at St. Andrew's Hall on Monday at 5.30 p.m., for which a fine programme has been arranged.

In the first part of the programme, Mr. Ore will play Toccata and Fugue and (Bach, Busoni), as well as Beethoven's Sonata (appassionata) in F; following which Mr. Ore's own Sonata in F Sharp for piano and violin will be given, Professor Gonzales sustaining the violin part.

In the second part, Mr. Ore will play Chopin's Scherzo in C, Ballade in G, and Polonaise in A Flat; as well as Grainger's Country Gardens, Saint Saens' Bourree for left hand, and the Valse from "Faust" (Gounod-Liszt). In this part Mrs. Sanger will contribute Schubert's "My peace Thou Art," Grieg's "In the Boat," and Puccini's "Vissi d'Arte" from "Tosca."

COLLECTING FUNDS.

ALLEGED FALSE PRETENCES.

Charged with receiving various small sums on falsely representing that they came to collect funds for the Wai Man Hospital, three Chinese who appeared before Mr. R. E. Lindell, at the Police Court this morning, were remanded on bail on the application of Detective Inspector Appleton.

It was alleged that these men, who came from Canton, had been collecting money in this way, and certain books seized contained fictitious entries of subscribers who, on reference, denied that they had ever given any money to the defendants. The allegation was that these false entries were made with a view to encouraging subscriptions.

Two of the men were remanded on bail of \$500 each, whilst the third, against whom very little evidence could be offered, was allowed out on \$100.

MALAYA'S NEW G.O.C.

London, April 4.

The War Office announces the appointment of Major General Sir T. Fraser as General Officer Commanding the Troops in Malaya.—Reuter.

Presumably this is Major General Theodore Fraser. He was born in 1865, and obtained a commission in the Royal Engineers in 1888. He was made a Major General in 1919. His service includes the Indian frontier, South Africa, and Great War (mentioned above). He is a member of the Royal Society.

ANOTHER OLD RESIDENT.

Mr. G. P. Curry Leaving Next Week.

GAS COMPANY'S EXPANSION.



Photo: Mimi Yuen.

Yet another of Hongkong's old residents is about to depart for Home on retirement—Mr. George P. Curry, the local Secretary of the Hongkong and China Gas Company, Ltd. after having been nearly 22 years in the Colony.

Prior to his arrival in Hongkong in 1902, Mr. Curry had held appointments with the Gas companies at Exeter and Cheltenham, coming to Hongkong in the capacity of book-keeper. After only a few months he was promoted to the position of Local Secretary, which he has held ever since.

On being interviewed by a Telegraph representative, Mr. Curry gave some very interesting figures, showing the growth of the Company. The Gas Company began operations here in 1862 and was thus one of the earliest foreign firms. It had a very chequered existence to begin with, but gradually became firmly established. In 1874, it was supplying 22 million cubic feet of gas, which figure had increased to 63 million cubic feet by 1900. In 1892, the gas-making plant in Kowloon was laid down, gas consumption having steadily risen since, until last year it reached 149 million cubic feet. Mr. Curry went on to add that when he first came to the Colony the Company was supplying about 2,000 customers with gas at \$3.50 per thousand feet, whilst to-day it was supplying over 6,000 customers at \$2.50 per thousand feet.

In discussing the future, Mr. Curry frankly admitted that so far as illuminating purposes were concerned, gas was being supplanted by electricity. But gas would more than continue to hold its own for cooking and heating, and it all depended on how soon or to what extent the Chinese adopted western methods of heating as to whether the Company would continue to expand. There would always be a field of great usefulness for any gas supply.

Speaking of the Company's development, Mr. Curry said that during the war, owing to high prices and the difficulties of obtaining deliveries, it was almost impossible to do anything in the nature of mains extension, whilst not a great deal had been done since. All the capital of the Company was held in London and the management was directed from there also. He considered that, as a public utility concern, the Company ought to be a local one under local management, whereby those in charge would understand local conditions and needs. It was something of an anomaly in these days for a Hongkong public utility to be governed from London by men who know almost nothing about local circumstances. Last year there was a possibility of the Company coming under local control, but the negotiations eventually came to nothing.

When Mr. Curry sails on Wednesday next by the Haruna Maru he will take with him the very best wishes of a wide circle of friends. Of a reserved and retiring nature, Mr. Curry has not been prominently identified with the public life of the Colony, but as a Kowloon resident he was one of the founders of the Kowloon Residents' Association. He has been the recipient of presents and testimonials from the foreign and native staffs of the Gas Company, as well as sincere wishes from a host of personal friends. It is Mr. Curry's intention to settle in the West of England, of which he is a native.

TO-DAY'S BOAT RACE.

Oxford Start as Favourites.

London, April 4.

The Varsity crews have concluded their training for to-morrow's boat race. There are the same low conditions and bleak north-easter which prevailed all the week.

With the advantage in weights, Oxford, who have markedly improved recently, will start as favourites, with betting 8 to 4 on Cambridge, who developed a very stylish crew, but lack speed. Much may depend on the choice of stations.

The start is fixed for 11.15 a.m. and the race will be a very close one.

MACLAREN TO PROCEED.

Americans Provide Comforts.

Corfu, April 4.

A messenger with a new reduction gear for squadron Leader Maclaren's machine has arrived. It is expected that Maclaren will proceed, flying to Athens on Saturday.

When Maclaren was forced to land at Corfu, some American men were the first to come to the aid of the pilot, and they sent him food and blankets. Colonel Stephen Lowe, director of the American Mission, and Major Robert Orphanides, of the Greek Air Force, were also present.

Maclaren is expected to leave Corfu for Athens on Saturday.

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EARLIER TELEGRAMS.

FRANCE AND THE RUHR.

Paris, April 4.
The French Chamber's vote of confidence in the Government last night followed an important statement by M. Poincaré indicating that a distinction would be drawn between military and economic occupation of the Ruhr.

It is anticipated that the Dawes Committee will report in favour of the restoration of the economic unity of Germany. In that case, the present economic barriers, instituted as part of the Occupation, will be abolished, but military occupation will continue until the payment is completed.

The size of the Government's majority appears accounted for by the facts that the Ruhrists interpreted the speech as meaning that France's Ruhr policy will not be altered; while the anti-Ruhrists deduced that the Ruhr will be evacuated completely, except for a corporal's guard.—*Reuter.*

ANGLO-AMERICAN AMITY.

New York, April 4.
The former Australian Premier, Mr. Hughes, at a luncheon in his honour, appealed for co-operation of the British Empire and the United States to preserve the peace of the world.

He referred to the awakening of the East, and to Australia as the vanguard of Western civilisation in the Pacific. He also asserted that without Anglo-American co-operation Western civilisation was doomed.

Finally, he deplored the abandonment of the Singapore base.—*Reuter's American Service.*

THE BELGIAN FRANC.

Brussels, April 4.
According to the newspapers, American banks are prepared to place \$200,000,000 at the disposal of the Société Nationale de Credits, and Swiss banks are ready to grant a loan of a milliard francs, whereon the Société could draw as would be necessary, so as to stabilise the Belgian franc.—*Reuter.*

NO PENNY POST.

London, April 4.
It is understood the Government has definitely decided that it is unable to introduce the penny post this year.—*Reuter.*

WAREHOUSE FIRE.

London, April 4.
Thousands of tons of tea and rubber were destroyed in a fire at a warehouse in Bermondsey last night. Two firemen were overcome by the fumes and were sent to hospital.—*Reuter.*

WEMBLEY STRIKE.

London, April 4.
Work is proceeding normally at Wembley. Additional police are still present, though in reduced numbers.—*Reuter.*

CROYDON AERODROME STILL IDLE.

London, April 4.
The strike position at Croydon aerodrome is unchanged. No aeroplanes are leaving.—*Reuter.*

CORRESPONDENCE.

(To the Editor of the "Hongkong
Telegraph")

The Piracy Problem.

Sir, For your information I enclose an extract from *Hongkong* of the 3rd instant, containing a question put in the House of Commons on our behalf by Sir King-Ley Wood of our Parliamentary Committee, together with the reply of the Right Hon. J. H. Thomas M. P., Secretary of State for the Colonies. Yours, etc.

T. W. MOORE.

28, 47-49, Imperial-Mercantile
Service Guild.
Liverpool 5th March 1924.

China (Attacks on British Ships.)

Sir K. Wood asked the Secretary of State for the Colonies whether his attention has been drawn by the Imperial-Mercantile Service Guild to recent piratical attacks on British ships trading in Chinese waters, whether he is aware that

the lack of precautions against such attacks has aroused much adverse comment amongst British subjects engaged in trade in China; whether the circumstances of the latest case, that of the British registered vessel "Hydrangea," have been laid before him; if so, what, if any, steps are being taken in dealing with this serious menace to life and property; whether the British authorities at Hongkong are moving in the matter; and whether the Colonial Office will ensure that such British registered vessels shall be provided with wireless apparatus which might at any time prove a valuable safeguard in cases of this kind when lives and property are in jeopardy?

Mr. Thomas: The Governor of Hongkong drew the attention of my predecessor to the case of the "Hydrangea," on which I am asking for a detailed report with recommendations. A Commission appointed in 1922 reported that piracy can never be effectively prevented until public order is firmly established in the neighbouring Chinese territories. This Commission did not advise that wireless apparatus should be made compulsory by the Piracy Regulations either upon river steamers or (with one dissentient) upon ocean steamers.

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AMATEUR BOXING CHAMPIONSHIP.

LARGE NUMBER OF ENTRANTS.

Entries for the Amateur Boxing Championship closed at the V. R. C. on Thursday eve, when all competitors weighed in. Mr. W. S. Bailey gave the assembled candidates a lecture on amateur status, clean fighting, and the duties of contestants towards the referee. This was necessary as many of them have never yet appeared in public, and have the haziest notion of ring etiquette.

The youngsters have turned up extremely well, there being seven entries each from St. Joseph's College and the Diocesan Boys School, six from the Kowloon British School, and three from Garrison Schools.

In the Senior Division, the East Surrey team led the list with eighteen entries. R. G. A. comes next with thirteen; Royal Navy ten; V. R. C. five; Kowloon Naval Yard, one; and University one. Of six entries in the Heavyweight class, the R. G. A. provides five, the other being an East Surrey man.

The contestants are certainly very keen, especially the juniors, who put everything they know into their mighty practice at the V. R. C., and it is safe to say these diminutive aspirants to fistie honours will give satisfaction during every minute they are in the ring.

Signs are not lacking that the series of Championship bouts will prove attractive not only to lovers of amateur sport, but to the hardened old fight fan who is sagged with the antics of non-titles who lay down in the first-half minute.

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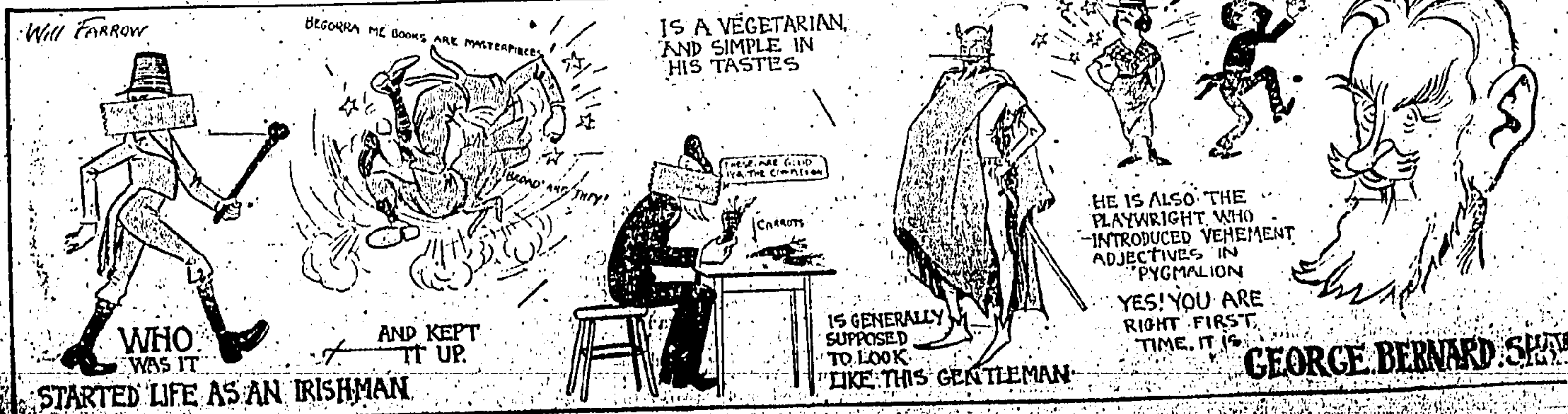
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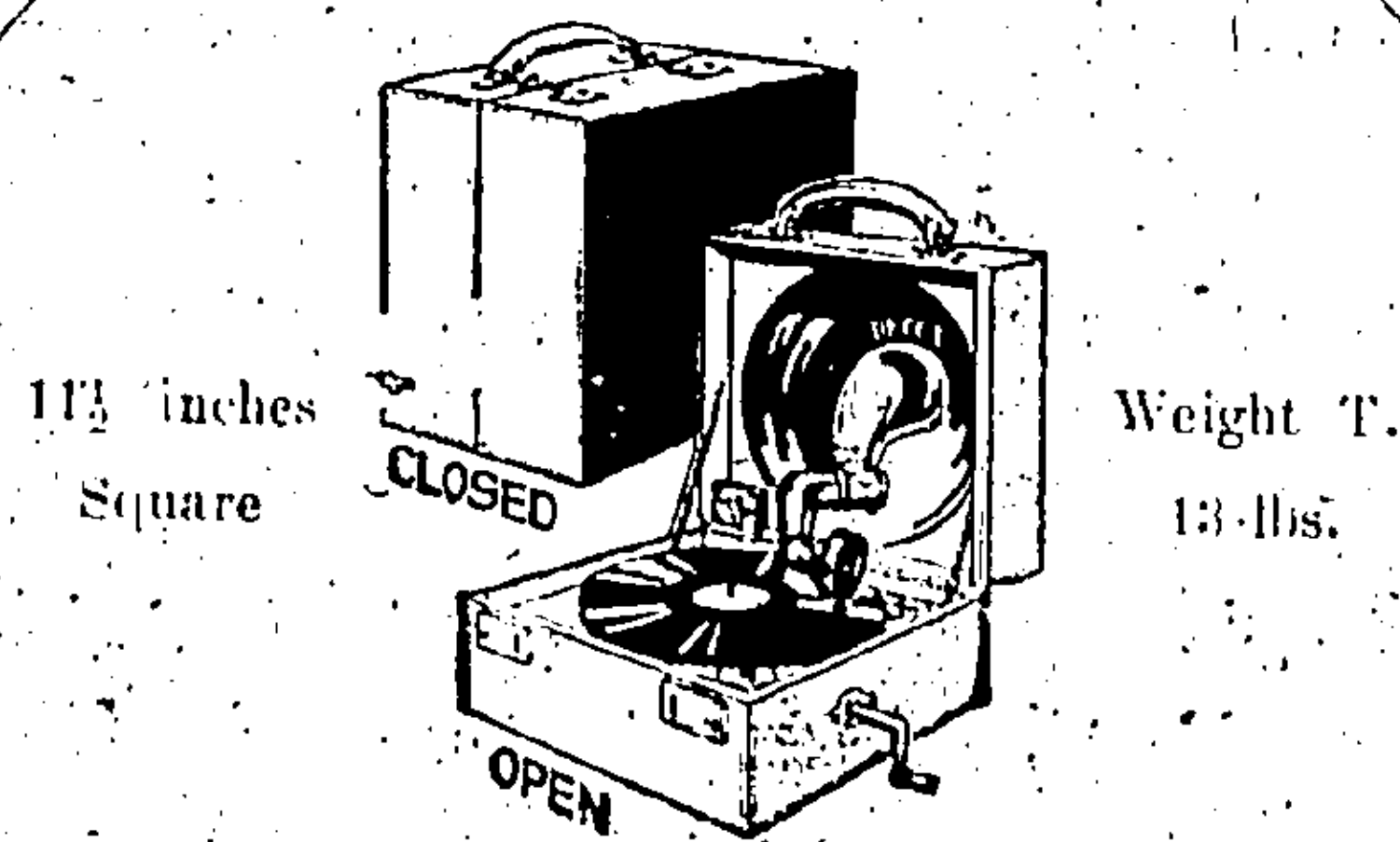
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POISON TRIAL ENDS.

PRISONER SENTENCED TO DEATH.

After deliberations lasting nearly two and a half hours, the jury last evening returned a verdict of "Guilty" against Ching Kiu, the Lantau woman indicted for the murder of her husband, but recommended her to mercy. The Puisne Judge later passed sentence of death.

Addressing the jury for the defence Mr. Campbell Prosser remarked on the fact that despite all its recourses, the Crown had not put into the witness box anyone who could say that death was due to poisoning. Dr. Minnett had said quite frankly that he could not swear that death was not due to natural causes. The only man competent to say that this man died from the alkaloid found in his stomach was a physiologist, and Dr. Minnett was a physiologist. Mr. Dovey was not competent to form an opinion. Even if he had found that there was poison in the stomach he couldn't say that death was due to that cause. "The case I have got to meet," said Counsel, "is a weak one, the weakest case from a medical standpoint it would be possible to find in records."

Dr. Minnett took out the stomach at the day after the death, knowing at that time it was a suspected case of poisoning. His duty, asserted Counsel, was to send all the vital organs straight to the analyst. To say that all the man took would be in the stomach, because the man died after 2 1/2 hours, defeated the common-sense of a man without any medical knowledge at all. It was of foremost importance to get the important organs to the analyst, for him to take each one and extract from it what poison might be there, tabulate what was found and give the result. Then it would be possible for a sound opinion to be formed.

Why the Delay?

"Twenty-five days passed, I wonder why," asked Counsel, "before they asked for the organs, and then find no traces of poison." He challenged Dr. Minnett to find a case for the past 50 years in England, where all the organs had not been sent at once to the analyst. He wished time had been of no importance, so that he could have quoted to them any report of a poison trial, so that they could see with what care the scientific parts of the case were carried through.

He did not criticize Dr. Minnett personally, who had said that on that day he had 14 post mortems, and no-one could say he could do 14 post mortems in a day, and do them competently. "Because a man is overworked," said Counsel, "are you going to find against this woman charged with murder because of something that should have been done, but was not? Are you going to say 'Well never-theless we think that there is a suspicion, and had it been carried out properly poison might have been found'?"

They were entitled to have experiments carried out in a proper way. Dr. Minnett admitted that he did not examine the spinal cord. There was no evidence of what this man took. There was no evidence that the symptoms shown by him were not consistent with half a dozen other things. Alkaloid was not a rare thing. It became of first importance to see that the stomach and the organs that might be affected should have been sent, so it might have been confirmatory of anything found in the stomach. Dr. Minnett could not swear to natural causes.

Mr. Dovey's Tests.

No doubt Mr. Dovey carried out careful tests, and took this impure alkaloid. There was an admission that he knew nothing of the alkaloid, didn't know its effect, only knew it was poison. They were exploring a new field so far as medical evidence was concerned, and one would have thought every step that was known to a skilled man would have been taken. Mr. Dovey when he did not receive the other organs, should have asked for them. They had it from Mr. Wilson that an alkaloid, if it had broken down, could not be extracted. He had also said that if poison was in the organs the alkaloid would not have been broken down and all its toxic properties gone after 25 days.

Counsel went on to remark that the defence had no medical expert present at the time the experiments were made. Not that he did not believe what had been said, but doctors, like lawyers, did not always agree.

He didn't think the trial would have lasted two days had he been

able to have a medical expert at his elbow, added Mr. Prosser.

Dealing with the events on the day of the death, Mr. Prosser said they did not know whether the man had a meal that day or not, and if he did have one, what he did eat? If he did have one, did she cook it? Did she go home at mid-day that day? In reply, Counsel had said that he went there on three different days at mid-day and found it deserted. Counsel concluded his speech by saying that if they had any reasonable doubt, the prisoner was entitled to her due—her liberty.

The Crown's Reply.

In his final remarks the Attorney General said it was not part of his duty to find a victim for this man's death, but to see that justice was done. He thought that the jury could have no doubt from Mr. Dovey's evidence that it was alkaloid of *gelsemium elegans* that was found in the stomach of the deceased, and he thought there was enough evidence to show that deceased died from *gelsemium elegans*. He also commented on the fact that leaves of the plant were found in prisoner's purse.

Summing-Up.

In his summing-up His Honour said he had to tell the jury that if at the end of their deliberations they had any reasonable doubt, then the prisoner was entitled to the benefit of that doubt. There were two issues and they were connected. The first was of what did deceased die? and secondly if he did die of poisoning was it administered by the prisoner? He then went on to review the evidence. They knew little of the plant, but from the evidence of the Chinese witness it was well-known to them, and the mother took a police officer to where they grew. The prisoner had said that she had used the leaves for nose bleeding and that she didn't know *ho-man-tung*, but when certain leaves were put to her in the box she had said, "Those are not *ho-man-tung*." The finding of the leaves in the purse at the Police Court was a remarkable cross-examination of the prosecution's story.

The Verdict.

The jury retired at 5 p.m., and did not return till 7.25 p.m., after a deliberation of almost 2 1/2 hours.

In reply to the Clerk, the foreman said they found prisoner guilty, but recommended her to mercy.

His Honour: I will see that your recommendation is forwarded to the proper quarter.

The Judge then assumed the black cap, and passed sentence of death.

Asked if she had anything to say before sentence was passed, prisoner said, "What have I to say? My husband has died, I don't know why he died, and I am arrested."

His Honour (to the interpreter): Tell her that after very careful consideration the jury have found her guilty.

Prisoner: I did not murder him. He died himself.

His Honour: Tell her she has made a full defence, which has been put to the jury.

Prisoner: He committed suicide himself. It is nothing to do with me. The reason of his death was that his parents scolded him day and night, and he committed suicide.

Prisoner was then taken from the dock, weeping.

His Honour thanked the jury for their services, and excused them service for two years.

PAINTED BABIES.

Modern Fashion Discussed.

"What little angels of heaven!" exclaimed a woman who was visiting an exclusive West-end dancing class for children as she watched the tiny tots mastering the intricacies of the latest dance steps.

"Painted angels!" said her companion, with a touch of contempt, and a very little closer observation proved the truth of her words. At least half of the small girls who were having a dancing lesson that day wore made-up—some were actually painted and had their cheeks touched up with rouge, while others showed a considerable use of powder and sundry artificial beauty aids, writes Mary Ashton in the *Daily Chronicle*.

These were all children of "quite nice" parents, some of them were "kiddies" with well-known names, and the incident

merely serves to illustrate how the use of make-up among children is on the increase.

Not so many years ago the schoolgirl well in her teens was reprimanded if she dared to dust her pretty girlish skin with powder. To-day the voracious babies are "made up" for special occasions. Little girls of five or six years of age have their own powder bowls and puffs of sorts, and can show righteous indignation if some carelessly minded person selects the wrong shade of powder to be used on the particular baby skin.

A leading beauty specialist lately said that the number of her child clients had increased so much during the last couple of years, that she was seriously thinking of starting a child's beauty parlour. The idea apparently already has been put into being in America, where painted babies are by no means a new notion. But, even in suggestion, there is something repellent about the thought.

CAREFUL MOTHERS.

Massage, to help the formation of a well-shaped face and figure; manicure, to encourage pretty hands and fingers; hair culture, to make the best of whatever looks Nature has bestowed—these are three forms of beauty help which have always been practised among children by long-sighted mothers with means to pay for them. To-day's development is quite another story.

Take this instance. A mother took her small girl to a leading hairdresser, not many weeks ago. She was disappointed because the child had flaxen hair—she wanted a Titian-headed daughter, and was sure that red hair would fit in better with the child's personality. The hairdresser advised in vain, and the small girl is now red-headed. This is only one example from many similar cases: baby girls, not yet in double figures, have their hair tinted or actually dyed, to say nothing of the permanent waving, curling, and shampooing which are matters of habit.

Rouge, too, is being used far too much on tiny children. One mother, "touching up" her little one's cheeks before going to a party, excused it on the ground that the child was too pale by nature, and that it was really better for Miss Seven Years Old to be made to look bright and happy. Other mothers may share these feelings, but they are terribly wrong. Just as wrong as are the mothers who make a too free and unwise use of powder on their baby girls.

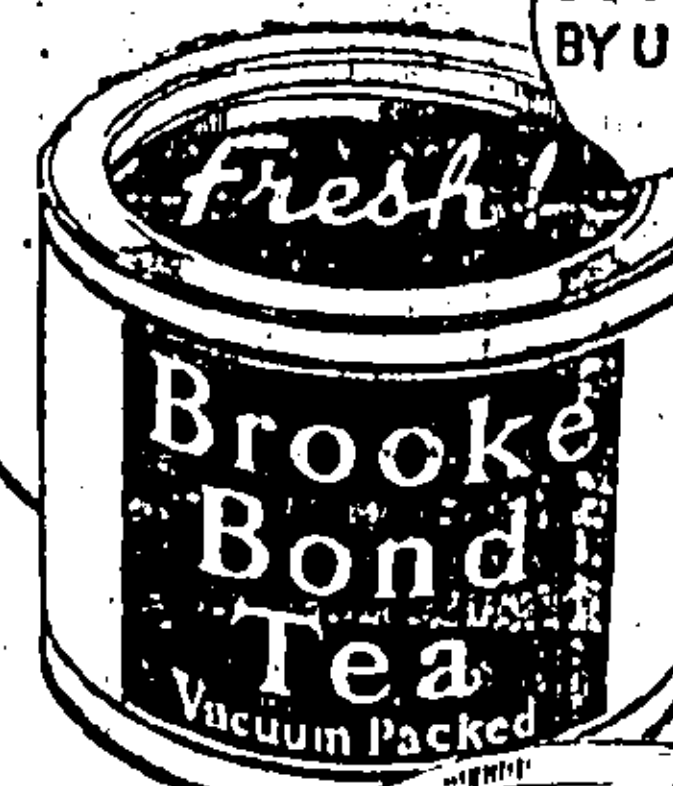
No Conjuring Tricks.

THERE is no tea-destructive tropical air tinned up with this tea to play conjuring tricks with the flavour.

Brooke Bond is the tea that never contradicts its advertisements. It is advertised as good and when you get it it is good. The vacuum packing makes this a certainty.

And what fine tea it is! Full of delicious flavour and wonderfully fragrant. Try a tin and you will agree that for tip top quality—for sheer money's worth—Brooke Bond tops the list.

BROOKE BOND INDIA LTD.,
P.O. Box 187, Calcutta
Hong Kong Agents:
ALEX. ROSS & CO.,
Hong Kong.



When you taste this tea you'll know you've found the best.

LEVER LID FOR DAILY USE

Special Spring Sale

NOW ON

We are now offering the whole of our vast stocks at bargain prices—prices which will save you many dollars.

Bargains in all Departments

THE SINCERE CO.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
\$1.00 for 3 insertions
\$1.50 if not prepaid
State if Box No. is required

WANTED.

WANTED.—Competent Lady
Stenographer. Must be
British. Apply Box No. 1103 c/o
"Hongkong Telegraph"

TO BE LET.

TO LET.—Large Ground Floor
Office, Central Location.
Particularly suitable for Banking
business. Apply Box 1091 c/o
"Hongkong Telegraph"

PRIVATE HOTEL.—1, Victor-
ia Garden Kowloon 1
minute from ferry. Next door
new hotel. Terms from \$4 per
day full board. Special rates for
families. Tel. K.357.

TO LET FOR 6 MONTHS.—
Peak residence—253 "The
Falls" unfurnished, with garden
and swimming tank. Possession
1st April, 1924. Apply SANG
KEE, New Bank Building.

TO LET.—5 roomed house
No. 5, Peace Avenue,
Hemutun. Apply within or
Box 1087. c/o "Hongkong
Telegraph."

TO LET.—One large office
room, with partitions, in
centre position. Please apply
to P. O. Box No. 423.

TO LET.—Two roomed Euro-
pean flat in Tsui Sha Tsui
on first floor, with Bath room
Servants' quarters and kitchen.
Apply Box No. 1103 c/o "Hong-
kong Telegraph"

TO LET.—Two roomed flats
Chantong Street, Light &
airy, electric lights, Water, two
minutes from Shamen British
bridge. Apply E. R. Mogra,
Shamen.

TO LET.—7 houses in Gordon
Road, Causeway Bay, near
waterfront, good locality, suit-
able for godowns and factories,
nicely built with reinforced con-
crete, upper flats suitable for
dwelling purposes with water-
meters. Apply No. 2 Gordon
Road, Causeway Bay or Tel.
C.2721. Cheong Hing Contractor
Company.

FOR SALE.

JUST received a shipment of
PRINTED VOILES Oriental
designs. Also ARTIFICIAL
SILK for Knitting Jumpers in
various colours. Inspection invit-
ed. "MARGUERITE" 1, Rose
Terrace, Kowloon.

FOR lease or rent three flats in
new building Hongkong
side; splendid location overlook-
ing Harbour. All modern im-
provements; board if desired. Tel.
4630 or write P.O. Box 484.

HONGKONG CRICKET CLUB.
TENNIS TOURNAMENT.

WEATHER permitting the
replay of the match Ng
Sze Kwong v. T. Honda will take
place on the Stand Court on
TUESDAY, 8th April at 4.30 p.m.
A portion of the stand nearest
the Pavilion will be reserved for
Members and those holding
"Privilege" tickets.
"Privilege" tickets must be
shown at Entrance. Prices 20
and 50 cents as before.

HONGKONG FORFARSHIRE
ASSOCIATION.

IT has been proposed to form a
Hongkong Forfarshire As-
sociation. All those interested
are requested to meet at No. 2
Queen's Buildings, Ground Floor,
opposite Star Ferry, on Monday
April 14th, at 6 p.m.

NOTICE.

HONGKONG & CHINA GAS

CO., LTD.

MR. G. P. CURRY, having
retired from the Company's
service, on completion of his
agreement, notice is hereby given
that Mr. L. J. BLACKBURN,
the Resident Engineer, has been
appointed, as from this date, to
hold all powers pertaining to the
office of Local Secretary.

(Signed) JARDINE, MATHE-
SON & CO., LTD.
Local Agents.

Easy! Quick!
"Gets-It"
for Corns

Everybody, everywhere needs to know what
millions of folks have already learned about



"Gets-It" the guaranteed painless corn and
callous remover. Any corn, no matter how
deep rooted, disappears when "Gets-It"
is applied. Wonderful! Simple, yet simply won-
derful, because all serious corns with the first
application. Get rid of your corn and wear
shoes that fit. Costs but a trifle—everywhere,
nothing at all! It is sold in this city by
all leading chemists.

NOTICE.

EVERY one of our policy
holders is a Partner in our
large corporation.
Our Assets are now well over
220 Million Gold Dollars, well
invested and earning good
profits.

Our policy holders receive 25%
of our net profits.

Why not become identified
with this Company?

Government Control.
THE SUN LIFE ASSURANCE
COMPANY OF CHINA,
17, Queen's Road Central,
Hongkong.

F. M. WELLER,
Manager.

NOTICE.

NOTICE is hereby given that
the business of Share
and General Brokers heretofore
carried on by the undersigned at
Victoria under the style or firm of
WRIGHT & HORNBLY will as
from 1st day of April 1924 be
carried on by them under the
style or firm of TESTER &
ABRAHAM.

The change of name involves
no change in the constitution of
the firm which will be continued
as before.

P. TESTER,
E. ABRAHAM.
Members of the Hongkong
STOCK EXCHANGE.

NO MORE INDIGESTION
AFTER EATING

That distressing, disagreeable,
and frequently painful condition
known as indigestion, from which
so many people suffer after eat-
ing, can be prevented, or relieved
in five minutes, by taking two or
three Bismarck Magnesia tablets
immediately after eating, or
whenever pain is felt. It's really
wonderful the way these little
tablets prevent and relieve all
forms of stomach trouble and
weakness due to or accompanied
by acidity or food fermentation.
If you have a stomach weak-
ness, indigestion, loss of power
or any other form of internal
trouble, go to the nearest chemist
for a package of Bismarck
Magnesia tablets; take as directed
and you'll be amazed and do-
lighted with the results. Be sure
to see the trade-mark word
BISMARCK on the wrapper when
buying.

The Sign
of the
Genius
BISMARCK
See it on
every
Package

AMUSEMENTS

ST. ANDREW'S HALL.

MONDAY, April 7, at 5.30 p.m.

Mr. Harry Oro's,
Grand-Pianoforte Recital.

Also:
Mrs. R. Sanger,
Professor Gonzalez.

\$2. \$1.
Tickets at Anderson's.

PUBLIC DINNER

to Sir William Rees-Davies, K. C.

IT is proposed that a dinner
should be given by the
Foreign Community in honour of
the departing Chief Justice at
the Hongkong Hotel, on Satur-
day, 12th April, at 8 p.m.

Gentlemen wishing to be
present should notify on or
before 5th April, their intention to
Colonel Robertson, Hongkong
Club, who will be supply all
particulars.

Hongkong, 22nd March, 1924.

MASSAGE HALL

MRS. S. UZUNOYE,

Expert Masseuse

87 Queen's Road Central

Ad. 710

MIRTHQUAKE AHEAD!

HERE IS YOUR PICTURE OF LAUGHTER

INSURANCE.

SMILES, GIGGLES, SHAKES and ROARS

POSITIVELY ASSURED UNTIL YOU

HIT THE HEIGHTS OF HILARITY

THEN

UNCONTROLLED LAUGHTER IS AB-

SOLUTELY GUARANTEED.

THRILLS, THICK and FAST as LLOYD

CLIMBS THE SIDE OF A 12 STORY

BUILDING.

SEE IT FOR THE LAST TIME

TO-DAY

HAROLD LLOYD

in

"SAFETY LAST"

Beginning SUNDAY, 6th inst.

POLA NEGRI

In one of her best pictures

MAD LOVE

Pola Negri, the star who always triumphs!

And now in the greatest of her career.

"Mad Love" a big, wholesome drama full of heart

interest, based on human life, on a vital theme,

and so artistically worked out that it will please

everyone.

The master-production that will stand up high, at the

top of all yet seen.

at the

WORLD THEATRE

Des Voeux Road C.

For Inexpensive

and Charming

GOWNS

And

Practical Lessons in

dressmaking, please

call at

LES ELEGANCES DE PARIS

No. 8 Queen's Road, Central. 1st Floor.

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FORTHCOMING AUCTION SALES.

Lammert Bros. HUGHES & HOUGH

LIMITED.

PUBLIC AUCTION

THE Undersigned have receiv-
ed instructions to sell by
Public Auction on
Friday, the 11th April, 1924.

commencing at 11 a.m.
at their Sales Room, Duddell
Street.

(for account of the concerned)
A fine Selection of Suit
Lengths, Ladies' Silk dress
lengths, (latest patterns), Silk
and other linings. Raincoats
and Tailors' Sundries.

On View from Thursday, the
10th April 1924.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION

THE Undersigned have receiv-
ed instructions to sell by
Public Auction

Tuesday, the 8th April 1924.
commencing at 11.30 a.m.
at their Sales Room, Duddell
Street

100 Pieces Fine Cheesee Silk
On View from Monday the 7th
April 1924.

Terms:—Cash on Delivery
LAMMERT BROS.,
Auctioneers.

IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public
Auction, (for Account of the Con-
cerned),

on MONDAY & TUESDAY,
the 7th and 8th April, commencing
each day at 2.30 p.m., at Wyndham
Hotel.

Valuable Household Furniture,
&c., &c., &c.

Comprising:—
Double and Single Wardrobes
(bevel mirrors), Washstands,
Dressing Tables, Double and Single
Iron Bedsteads, Dining Tables and
Chairs, Cupboards, Crockery,
Shanghai Baths, Cooking Utensils,
etc., etc.

And
General Household Sundries.
On view 6th April.

on WEDNESDAY,
the 9th April, 1924, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

Valuable Teakwood and Blackwood
Furniture, and Household
Sundries.
&c., &c., &c.

Comprising:—
Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Tea Tables,
Teakwood Beds, large and small
Wardrobes, Dressing Tables and
Chairs, Washstands, &c., Side-
boards, Dinner Waggon, Dinner
Sets, and Glass Ware, Cutlery,
Carpets and Rugs, Electro-plated
Ware, Electric Reading Lamps,
Teakwood Screens, Blackwood
Teapots, Marble-top Flower Stands,
Side tables and Cabinets, &c., &c.

Also
2 New Carpets size 3 1/2 x 4, 1
American Filing Cabinet, 1 Piano
by Collard and Collard.

(Full Particulars from Catalogue).
Hongkong, 2nd April, 1924.

on FRIDAY,
the 11th April, 1924, at 2.30 p.m.,
at 297, The Peak.

A Small Quantity of
Valuable Blackwood Furniture,
Comprising:—
Tables, Stools, Cabinet, Flower
Stands, Chairs, Screens, Teapots,
M-T. Tables, etc.

Also
Pictures, Rattan Ware, Tables,
Lamps, Bronzes and General House-
hold Sundries, one Ricksha, etc.

And
1 Grand Piano (Pezel),
2 Large Carpets 24 X 12.
Hongkong, 1st April, 1924.

Terms:—Cash on delivery.
HUGHES & HOUGH, LTD.,
Auctioneers.

Hongkong, 1st April, 1924.

on FRIDAY,
the 11th April, 1924, at 2.30 p.m.,
at 297, The Peak.

A Small Quantity of
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hold Sundries, one Ricksha, etc.

And
1 Grand Piano (Pezel),
2 Large Carpets 24 X 12.
Hongkong, 1st April, 1924.

NOTICE.

WE the undersigned hereby
give notice that we have
resumed business as share and
general brokers under the style
or firm of WRIGHT AND COM-
PANY at Princes Buildings, Ice
House Street, Third Floor as from
the 31st March 1924.

Telephone No. 3519 Central.
J. F. WRIGHT.
T. W. HORNBLY.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist in the Valuation of

Household and Office Furniture

DA ROCHA'S MART

2A D'Aguilar St. Phone 2931.

INDIAN ELEPHANTS.

History of Their Capture.

A Forest Inspector writes in

New India.

Agos ago, from the days of the

forgotten past, this sagacious and

most valuable animal is known in

India, and the methods of captur-

ing and training it have hardly

changed for the last 2,000

years or more. In the hymns of

the Rig Veda, the elephant

is known as the animal with

divine qualities. In the Athar-

vans, it is described as the might-

iest monarch of the animal-king-

dom. In the puranas, it is the

Hindu God Ganesha. Even in

the Buddhist period, the elephant

is spoken of by Monier Williams

as the most sacred of animals.

But no useful historic record of

these times about the methods of

capturing and taming these

animals is available, till European

writers, Magasthenes, 300 B. C.,

and Strabo, 25 B. C., give full

particulars regarding the manner

of hunting and capturing the

elephant.

After these writers, we remain

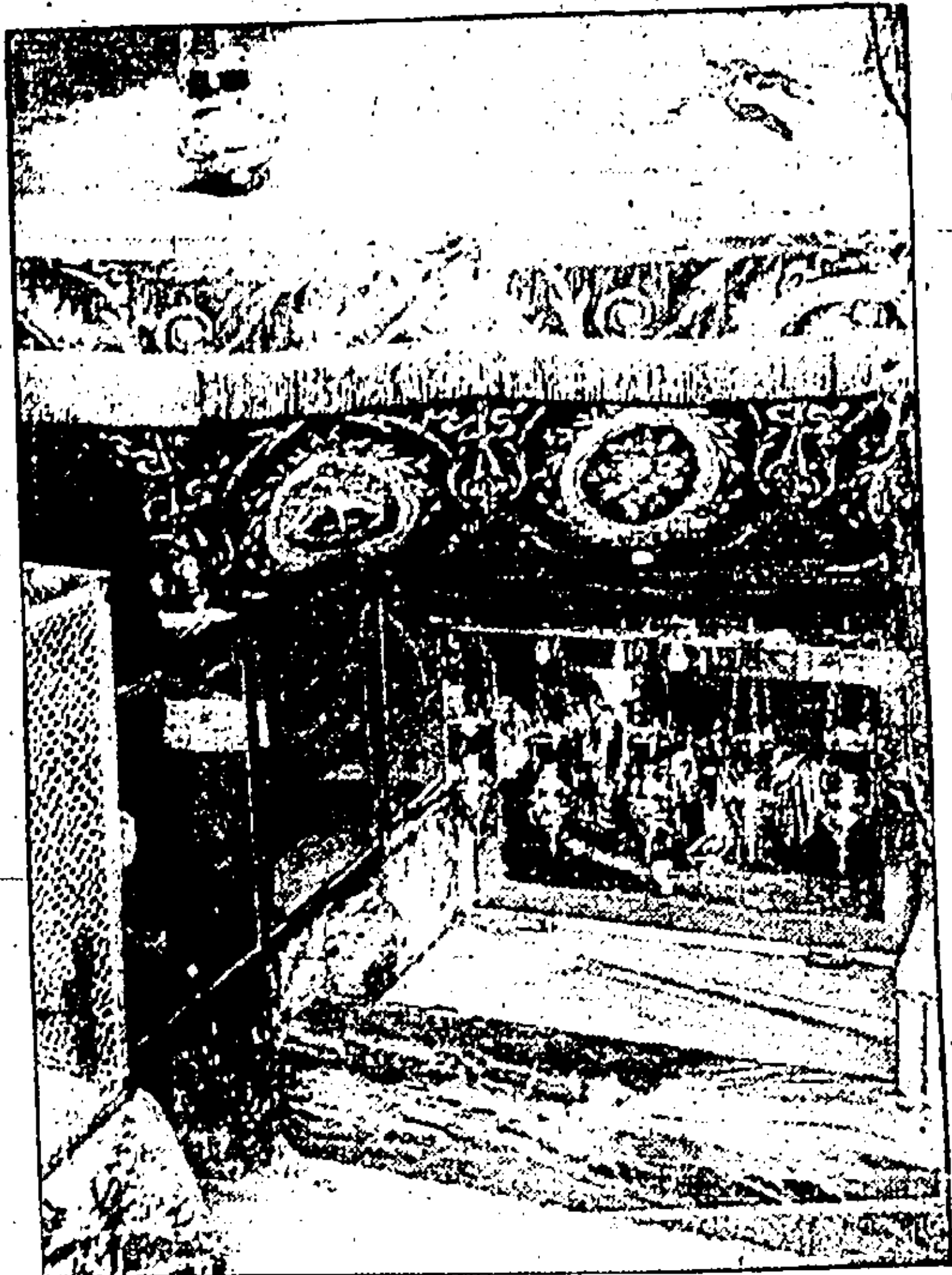
in obscurity, and when several

centuries had gone by, we see

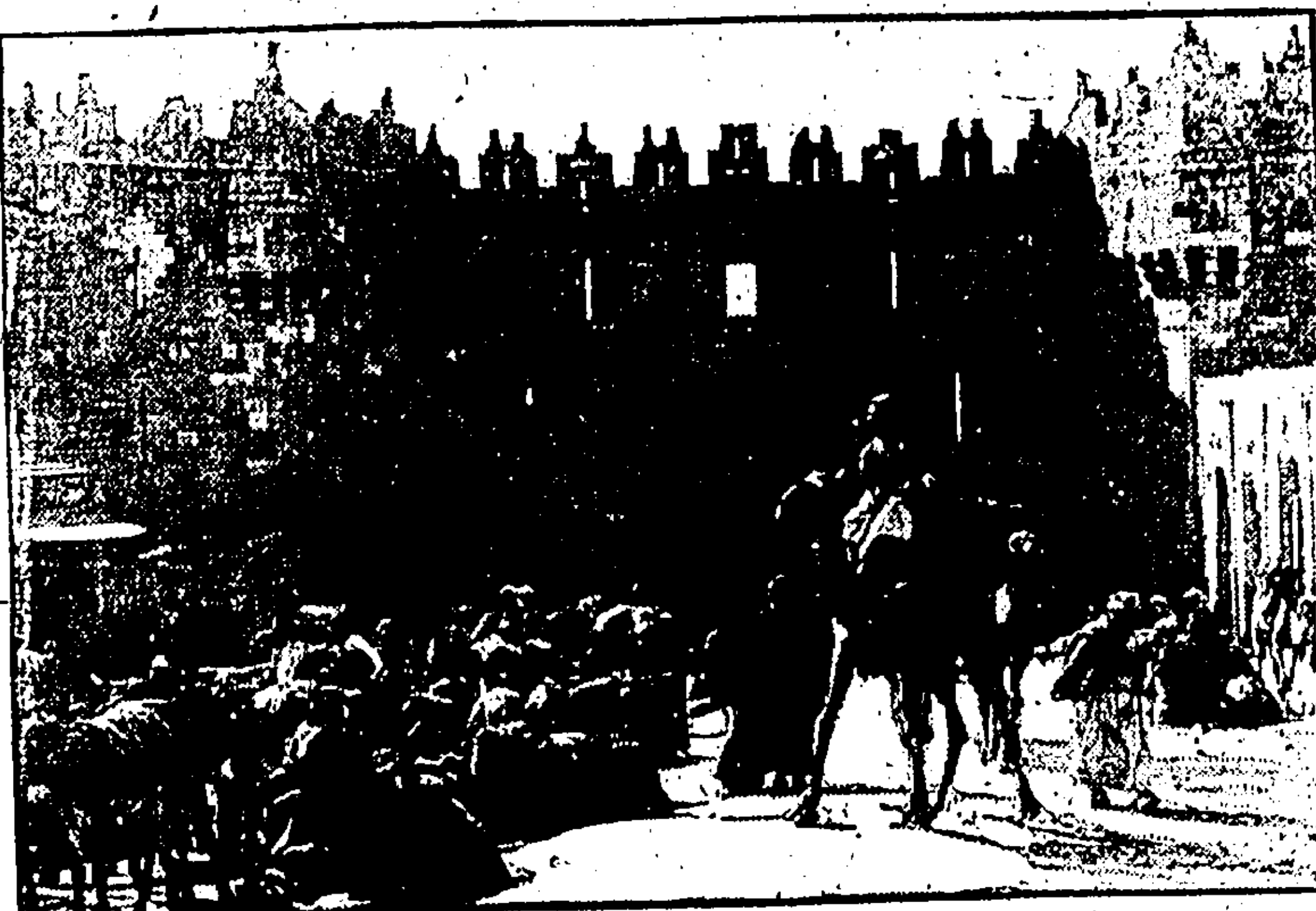
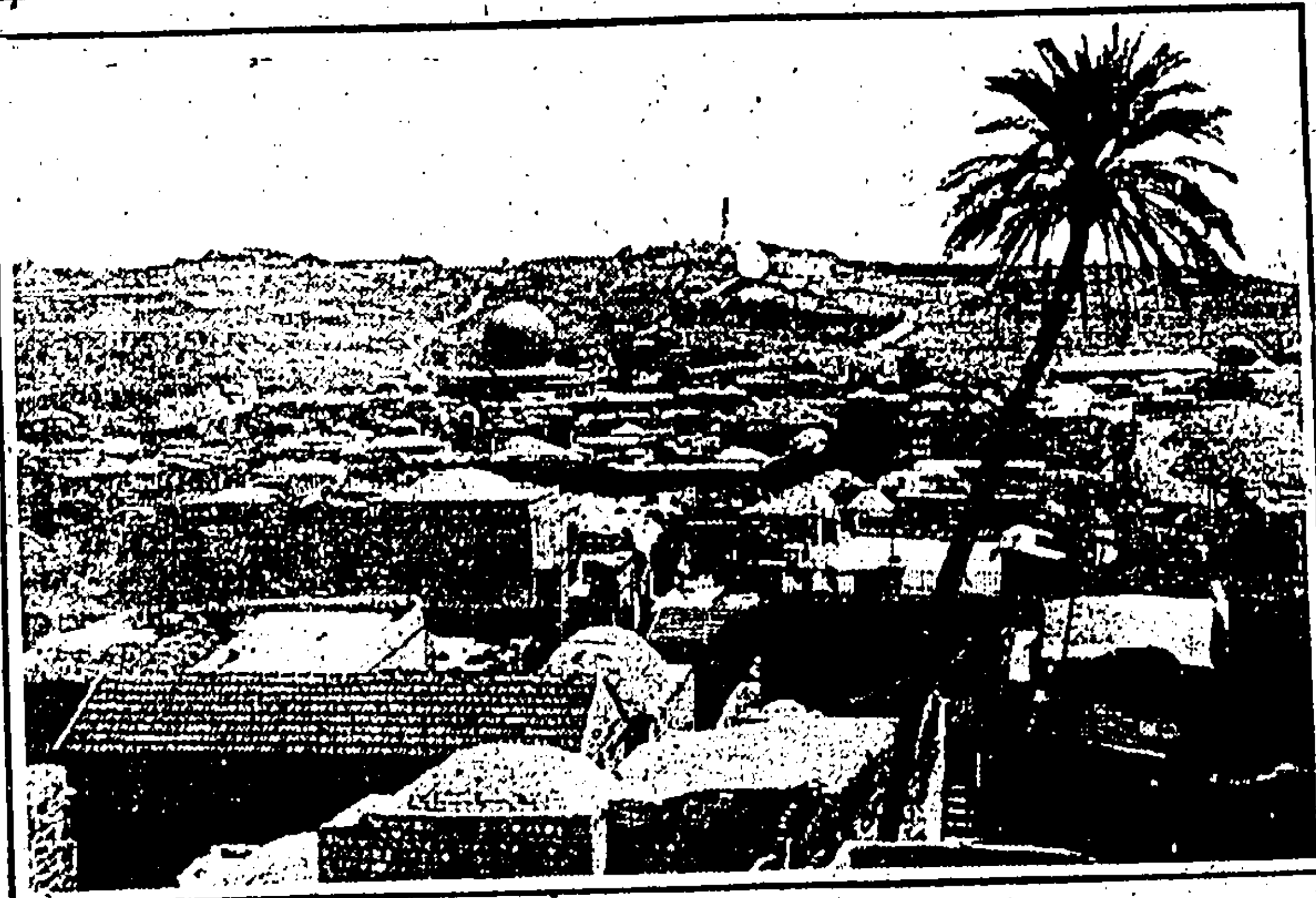
FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 5th. APRIL 1924.

PICTURES OF THE HOLY LAND

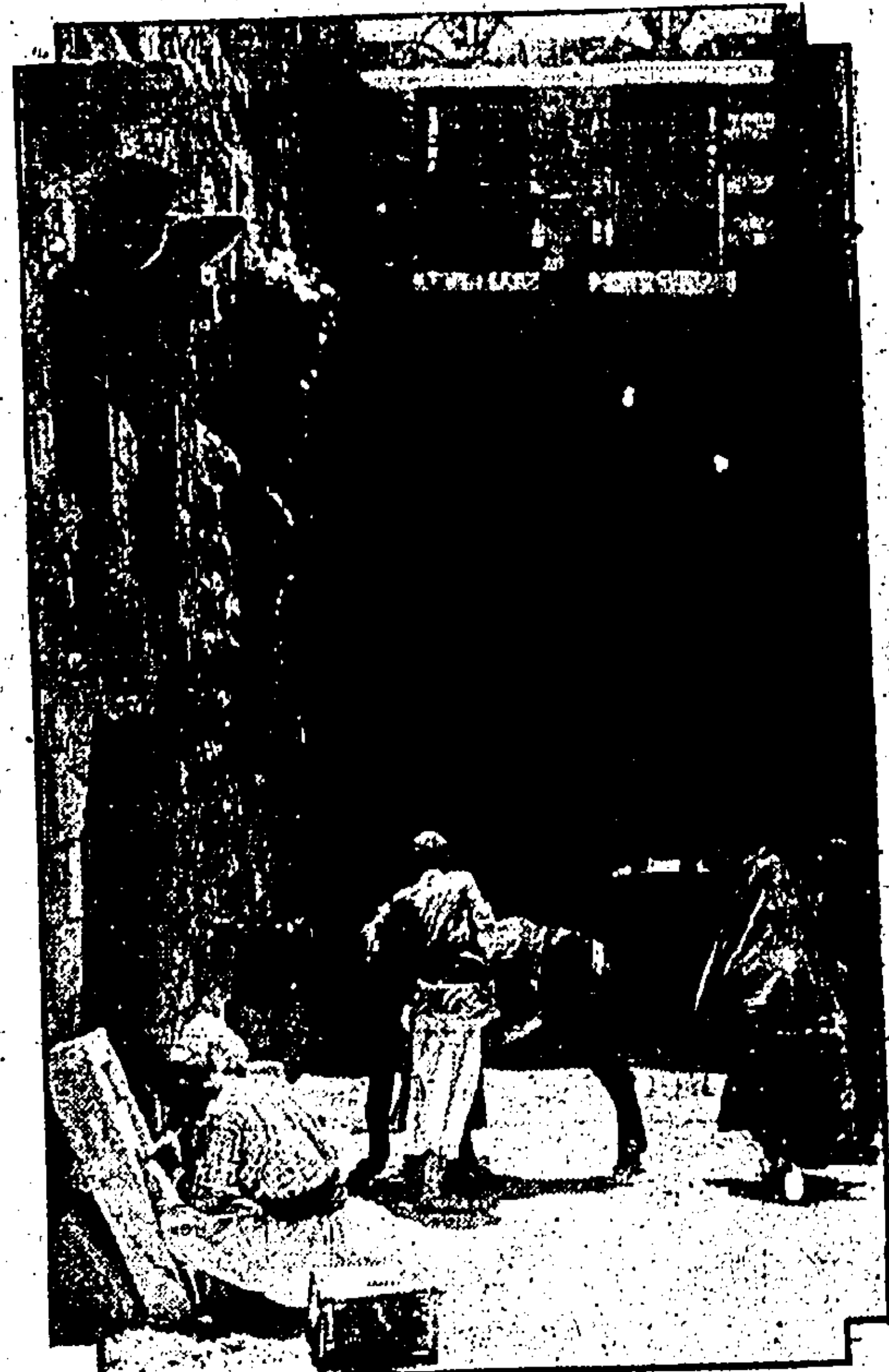


The manger at Bethlehem is now the shrine in one of the grottoes of the Church of the Nativity. The timber in the foreground is part of the manger's construction.



Top:—Jerusalem from the west. Bottom:—Damascus Gate, Jerusalem.

THE MANGER WHERE CHRIST WAS BORN



Streets in Jerusalem in many instances are the same to-day as when Jesus traversed them with His disciples. This particular scene shows what is said to be the house of the "rich man" mentioned in Luke.

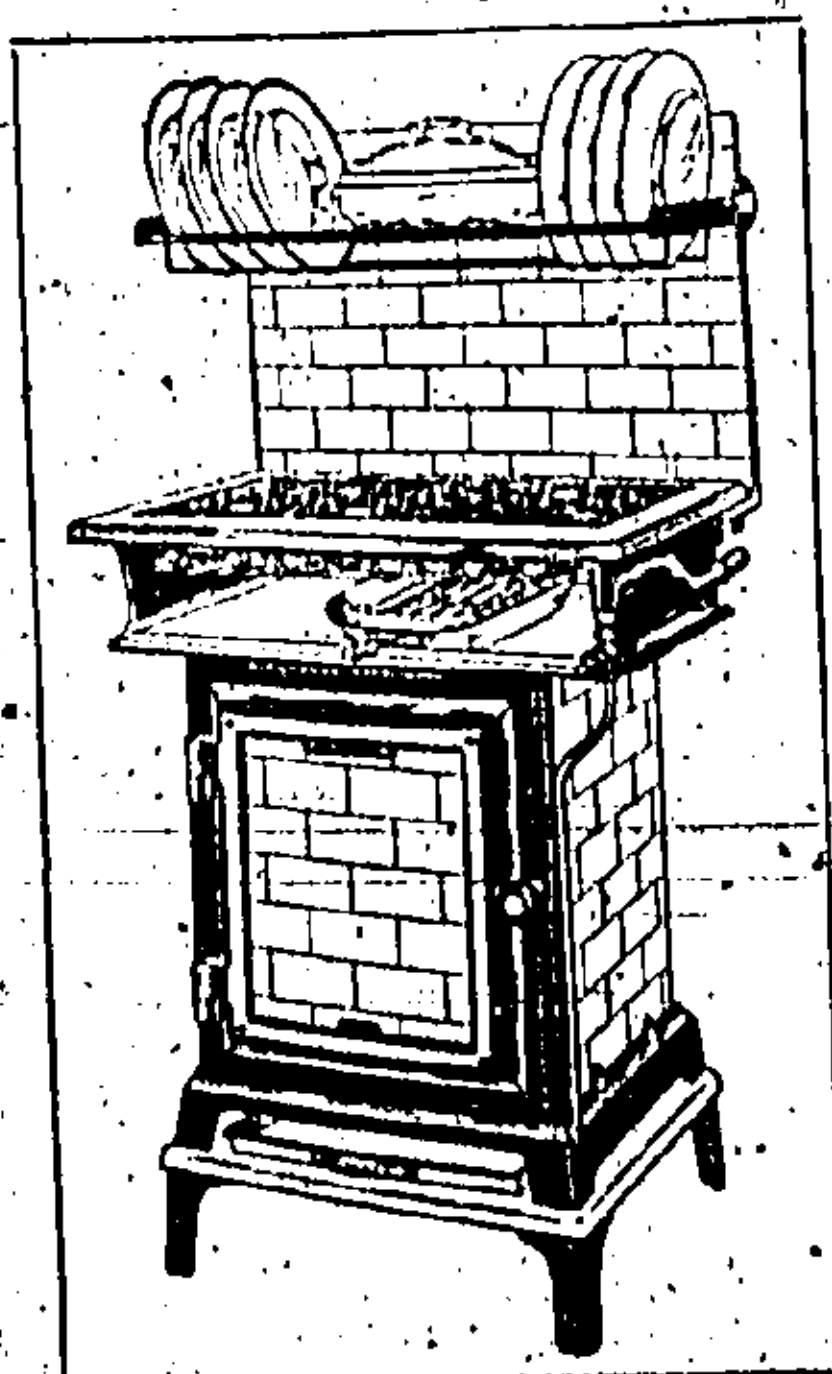
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SPORTS PARS.

Interesting World Items.

T. Newman's big break of 1208, scored last month, is only 66 short of his record performance.

O'Keefe, the Australian cricketer, who is attached to the Church Club will be eligible to play for Lancashire June 21.

The death is announced of W. H. Carr, who kept goal for England against Scotland in 1875. He was over 6 ft. in height.

When Bedford School and Eton met at Rugby football the other day, both teams were undefeated. Eton lost, and their line was crossed no fewer than six times.

Jim Cater, the Scottish amateur boxing champion, was knocked out recently at Manchester by Kenneth Webb, Belfast. The knockout came in the twelfth round.

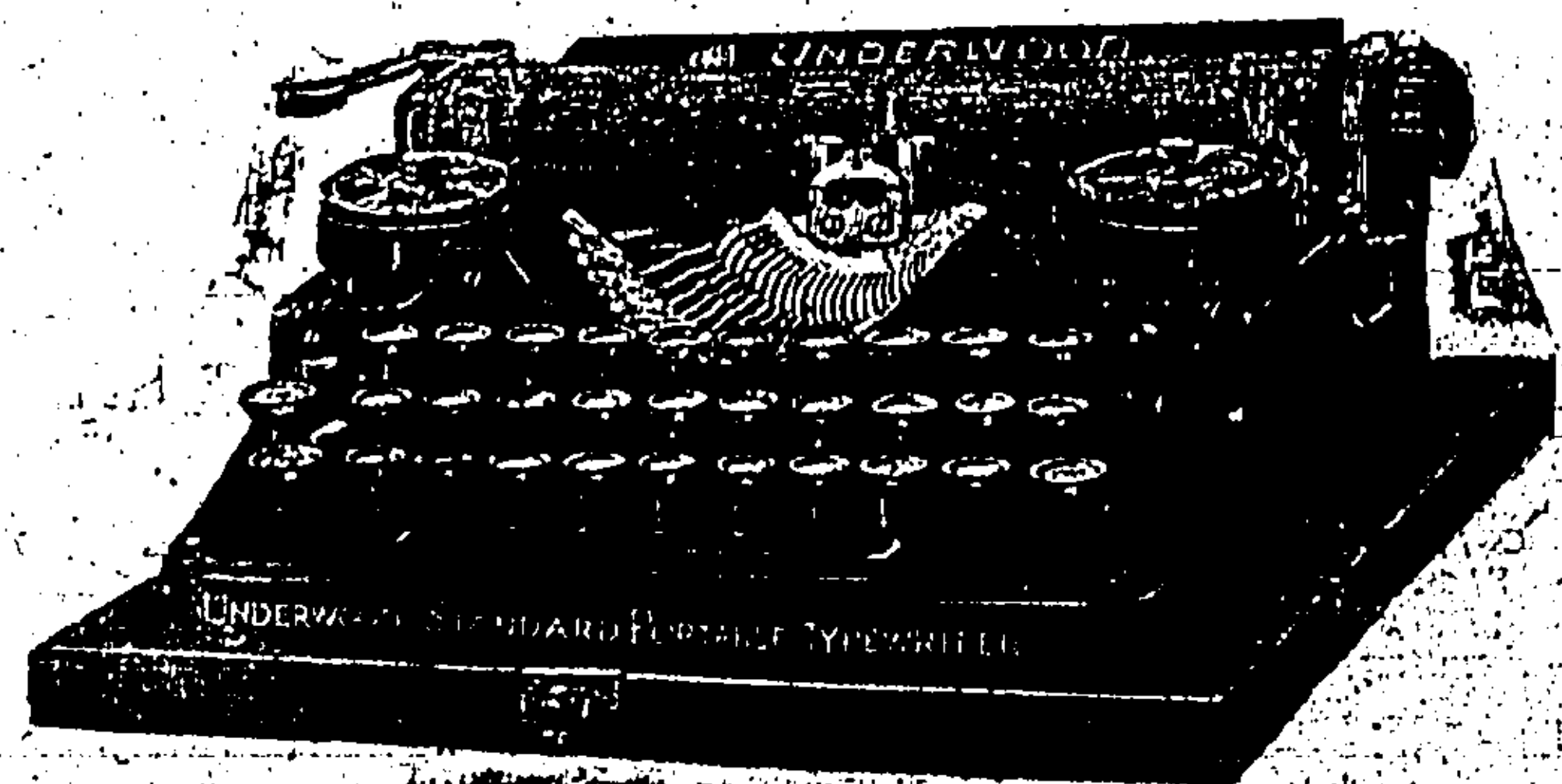
A notable all-round sportsman is Lieut.-Col. T. W. Pearson, D.S.O., who has been appointed captain of the Newport (Mon.) Golf Club. He played Rugby for Wales 14 times, and hockey 20 times and he has represented Wales at lawn-tennis.

H. B. Stoddard, the famous mile and half-mile runner, who is regarded as one of Britain's chief hopes for the Olympic Games, has had the misfortune to fracture a collar-bone while playing hockey. He was only beaten by two yards in the A.A.A. mile championship two years ago in the fastest British amateur time on record.

The death is announced of Mr. Charles Horbert, one of the founders of the A.A.A. and for many years honorary secretary of that body. He was 78 years of age.

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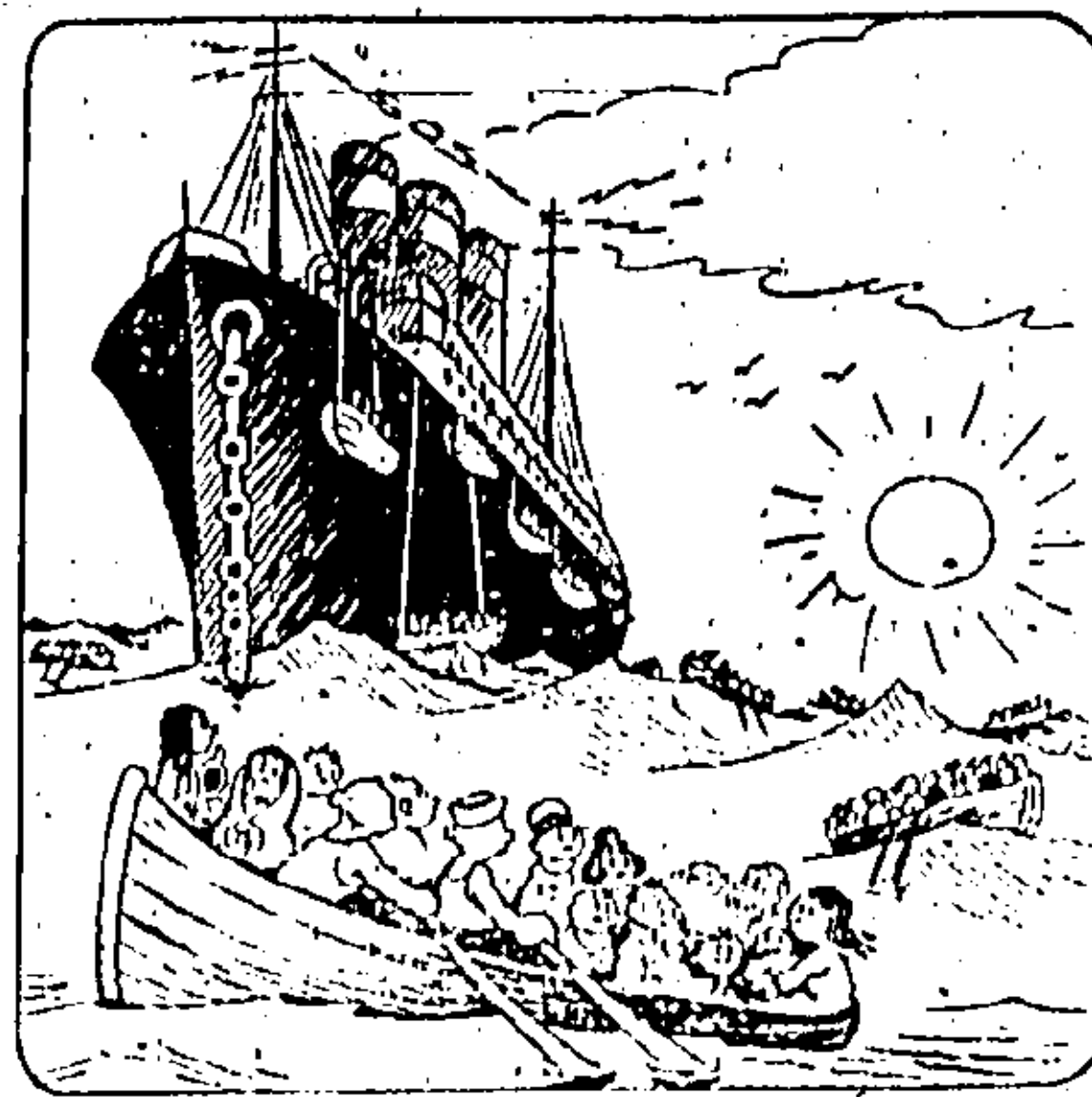
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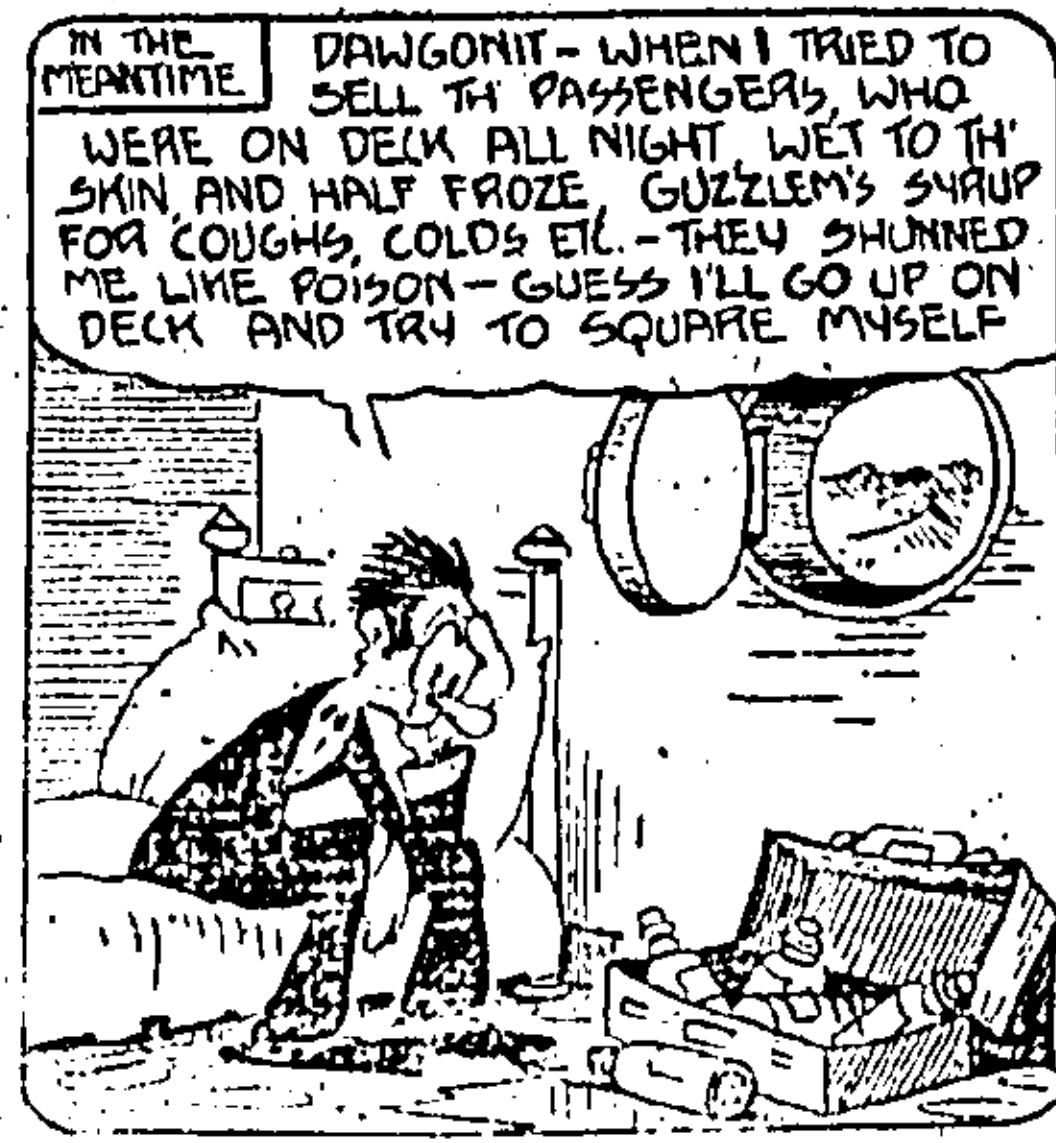
Queen's Building

A PAGE FOR THE KIDDIES.

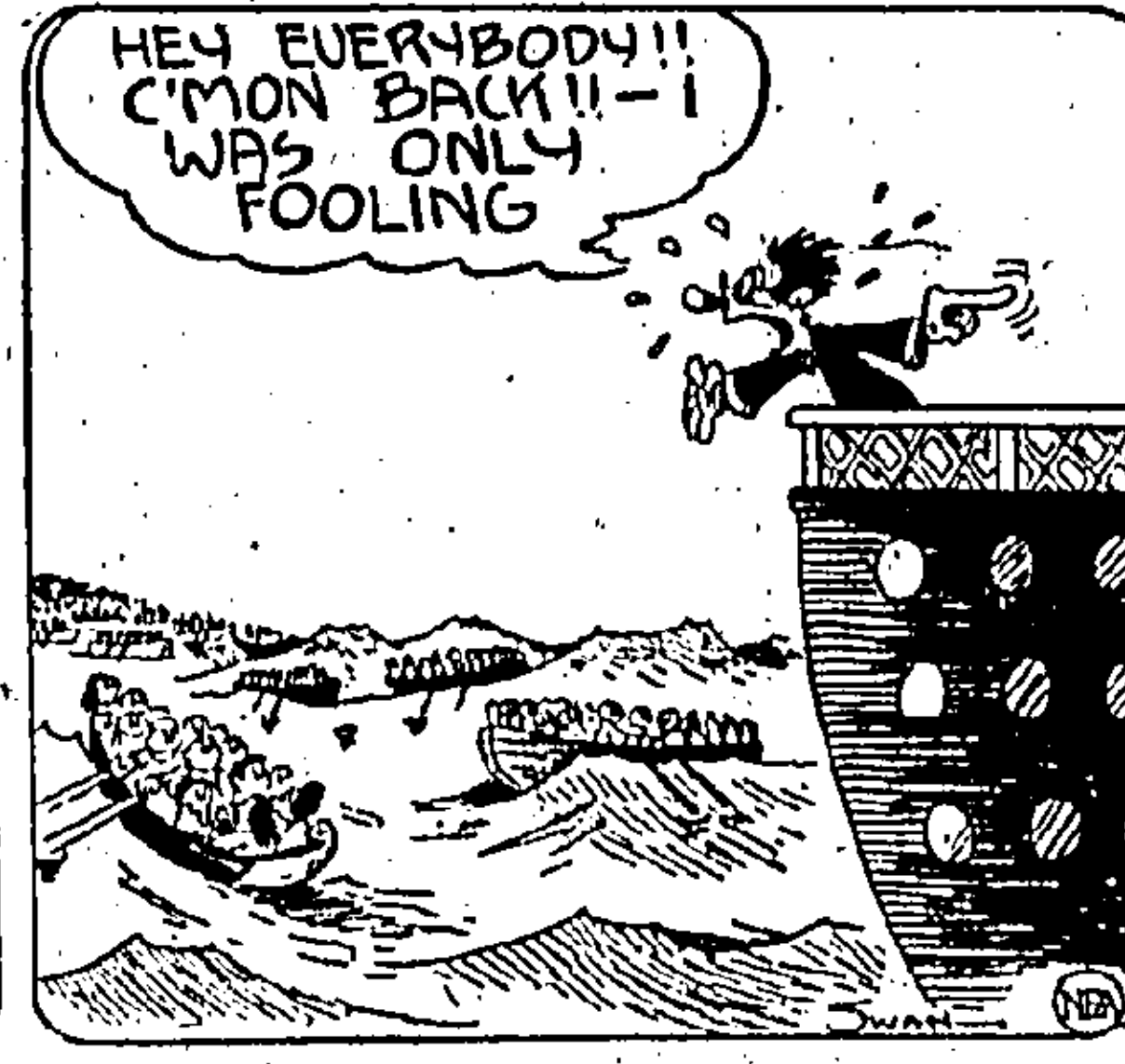
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MOM'N POP



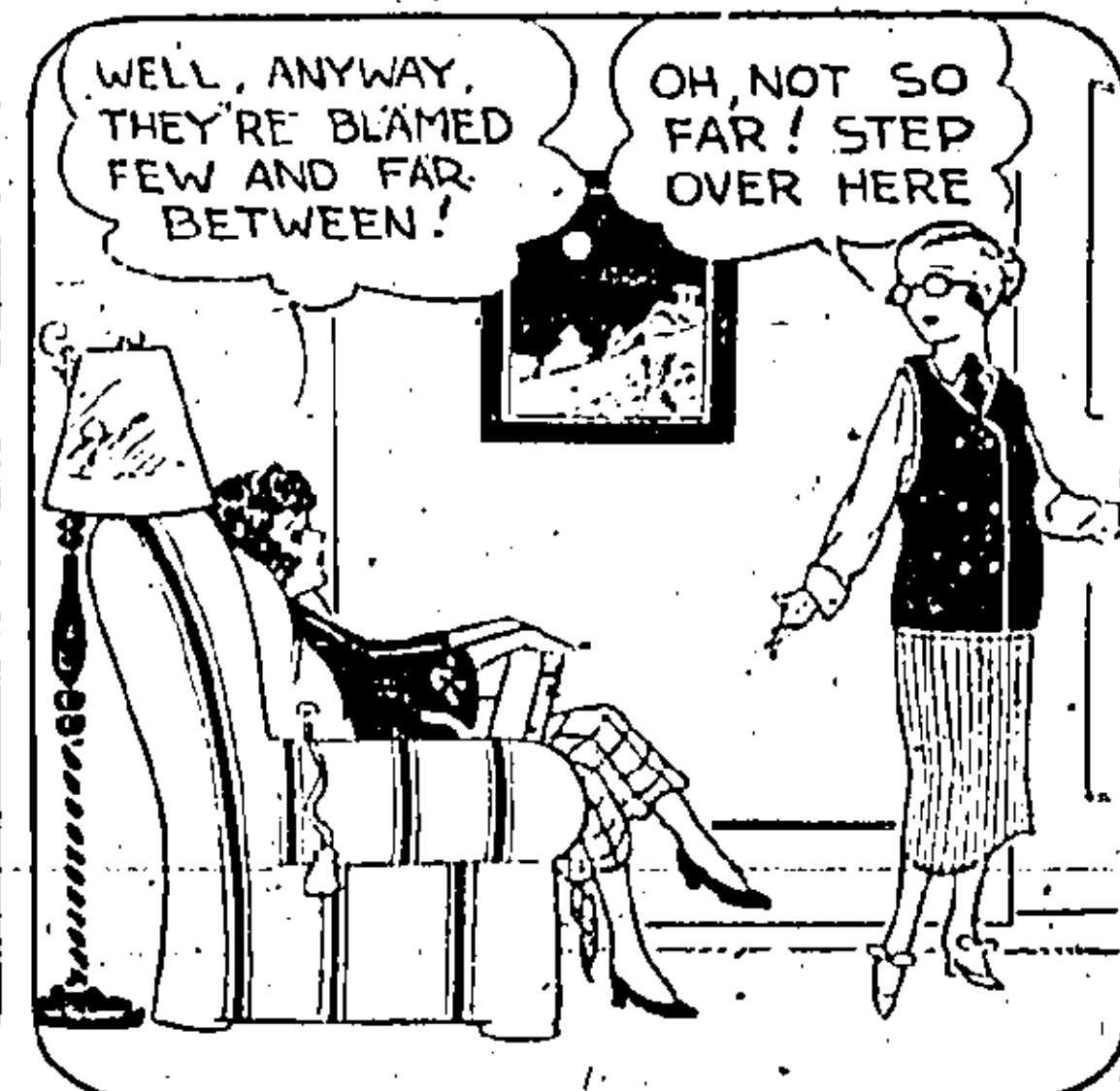
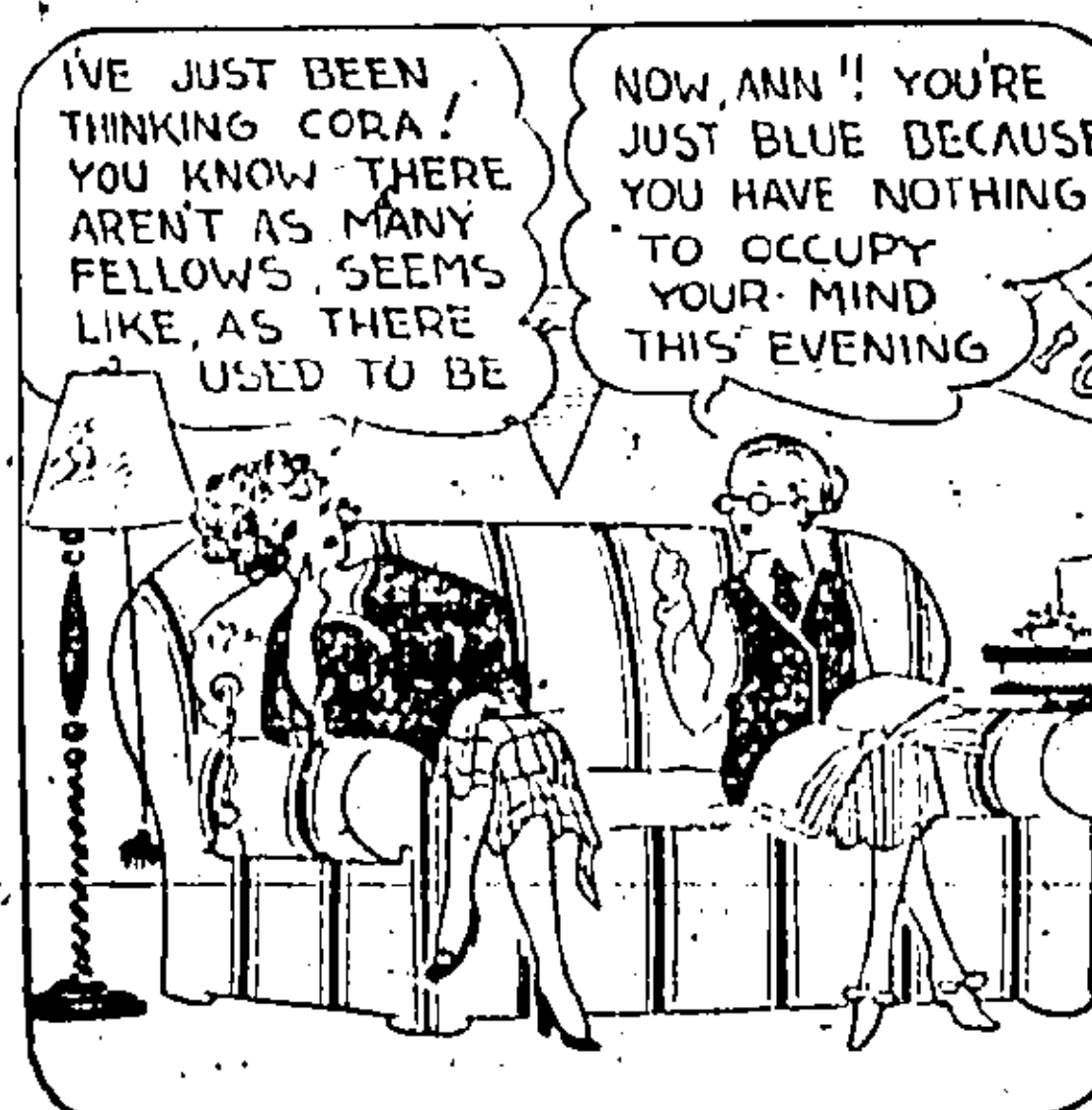
One on Pop!



By Taylor



BOOTS AND HER BUDDIES



Boots Is the Attraction



By Martin

ADAM AND EVA



Greeting a Patient



By Cap Higgins



FUNNY STORIES.

Otherwise he Might.

The Law: "You'd better take the next tram home."

The Other: "Inshoooperable—hic—obstickle, ole filor. My—hic—wife—wouldn't let me keep such a—hic—thing in the 'ouse!"—*Sydney Bulletin.*

The Bishop's Error.

There is a story of shock which the Athenaeum once received from a Bishop (says the *Bystander*.)

He was a new Bishop and a new member of the club. Lunching there for the first time he ordered a beefsteak, "not too much cooked." He heard the waiter say, "One beefsteak—bloody," so concluded this was the Athenaeum expression for underdone beefsteak.

The next time he lunched at the club he again ordered a beefsteak, but in his anxiety to be correct the Bishop put the last word in the wrong place! It took months for the staff to recover.

She Knew.

Lord Burnham said on his return to New York after a tour of the south—

"I like the south, the southern cooking is excellent, but the service leaves something to be desired."

"In a Georgia hotel one day I heard a lady say to a waiter, as he came towards her balancing his tray—No use serving me that turtle soup, waiter. It isn't hot enough."

"But, lady, how do you know it isn't gasped?" the waiter.

"By the way," said the lady, "you can keep your thumb in it."

Only a Stunt for a Steeplejack.

The Fat 'Un: "Not too good. Been suffering from insomnia. Now the doctor's ordered me to try sleeping on an empty stomach."

The Other 'Un: "Wouldn't risk it, old chap, full or empty. Supposing you were to fall off?"—*Sydney Bulletin.*

Canny.

"Half a crown for a double whisky!" exclaimed the Scot.

"Just look at the fine pictures and statues you get to look at for your money," retorted the barmaid.

Sandy came back again. He ordered a double whisky, drank it quickly, put one and sixpence down on the counter, saying as he walked out, "I saw your pictures yesterday."

FRECKLES AND HIS FRIENDS



Tit for Tat



BY BLOSSER



For
Your
Baby.

In 3 lb. 1 lb. & 1/2 lb. Tins.

WOMEN'S INTERESTS

DON'T SAY—

There is nothing in which a woman betrays her lack of culture and reveals her social status more than in her incorrect use or ignorance of certain expressions peculiar to sport, art and music. If she is not sure of her ground she is much wiser in not discussing the matter at all.

Looking at pictures, don't remark that they were "done" by a certain artist. Say they were "painted" by him. Remember that "medium" is the right term to use for the oil-colour, water-colour or crayon in which they are executed. Don't say, "That's a pretty view," designate the subject as "landscape," "seascape," or "interior" as the case may be. Never refer to a portrait as a "likeness."

Don't tell your friends that a picture is "on show" at an exhibition. "Hung" is the expression always used.

At the opera, don't talk of the "actors." The singers are spoken of as the "tenor," "baritone," "soprano," "contralto," and members of the "chorus," according to their singing parts, and they "sing" the opera, not "act" it.

Never call the orchestra the "band." The latter is permissible only for military bands, and where brass instruments predominate.

Don't say that the music was "written" by so-and-so. "Composed" is the only correct term.

Certain expressions sometimes used in social intercourse by people unaccustomed to the best society should also be eschewed. Don't say, "Pleased to meet you" when introduced to anyone, or make any reply regarding the state of your health to the purely conventional "How do you do?"

Don't repeat the other person's name too frequently when in conversation with them, and be careful of your use of "I said" and "they said" when recounting some past discussion.



A practical cape like this becomes an invaluable possession in any wardrobe. This one has an upstanding ruffled collar of self material and a shoulder yoke that gives the close, neat shoulder line so desirable this year.

FASHION NOTES.

Such colours as canary, orange, apple reds and foliage greens are stressed for the sport hat of soft felt that is destined, according to authoritative opinions, to be much in demand for the spring season.

The vogue for extreme styles in earrings continues, and the double and triple hoops of pearls and of jet seem to lead in popularity.

AN EFFECTIVE ARRANGEMENT.



Above is pictured a very smart arrangement of the Spanish Shawl.

NEW PARIS FASHION FEATURE.

(Special to "Hongkong Telegraph.")



JULIE MAROT.

In the morning a close fitting hat of black velvet is about the most appropriate. While in the afternoon it is more fashionable to wear a toque of Havana brown taffeta, especially when the taffeta is bunched out to form the "helo."

A lovely head-dress to wear in the evening at the theatre is made of pearls, with a bird of Paradise motif well arranged in the front.

THE FASHION FOR SILKS.

The many novelties in fancy silk are a clear indication of the predominance of this fabric in the fashion of the moment.

The number of new designs is surprising—brocaded and jacquard designs, embroidered effects, two-colour tints, and flowered patterns for the picture frock, all in a bewildering wealth of colour.

Although the destruction of raw material in the earthquake in Japan caused wholesale prices to harden, this only affects people with small stocks.

By the larger houses dealing in silks, big stocks are always in advance, so that what is now being sold over the counter was bought before the markets were affected, and the public will pay no more than before.

The popularity of the plain black and crepe silks shows no sign of decreasing; indeed, everybody wears silk, its present price putting it within the reach of all.

TORTOISESHELL BEADS AND WATCHES.

In compliment to the craze for brown, the Parisian jewellers are showing some delightful novelties in the form of little pendant watches set in cases of dark or light tortoiseshell, the backs of which are ornamented with maroon initials or cypher monograms.

Long strings of tortoiseshell beads, weighted with heavy silver gilt tassels, are also a new fashion, while tortoiseshell and amber glass bangles are for wear with walking costumes and afternoon gowns, made in shades of brown and beige colour.

The tortoiseshell craze is also to be seen in the vogue for

BLACK & WHITE.



Here's a sport blouse of boldly printed silk combined with a skirt of white silk banded with black. A wide white scarf adds to the appearance as well as the comfort of the frock.

THIS WEEK RECEIPT.

Orange Sponge.

Required: 3ozs. of cornflour, 1½ pints of water, 4ozs. of caster sugar, 2 oranges, 2 eggs, ½ lemon. Peel the yellow part of the rind of the oranges very thinly, blend the cornflour, smoothly with a little of the water. Put the rest of the water into a pan with the orange peel, and bring slowly to the boil. Strain on to the cornflour mixture, return to the pan, add the sugar and bring to the boil. Stir over the fire for ten minutes. Remove the pan from the fire, add the strained juice of the oranges, and the half lemon, and cool. Beat the whites of the eggs to a stiff meringue, and when the mixture has cooled, stir this in lightly. Pour into a mould rinsed out in cold water, and leave in a cold place to set. Turn out, and if liked, serve with whipped cream.

BAGS AND SHOES.

Handbags and shoes are two of the most important accessories to the Parisienne. The present edict is that both be simple, but original in line and colour.

One designer makes some extraordinary shoes which fasten up to the ankle bone, usually with a single button. These he often adorns with a scroll-shaped piece of leather, so disposed that when the pair of shoes stand side by side they suggest a curious mask with large eyes. This designer also makes little boots without any vestige of laces or buttons. These simply slip on, and are puckered about the ankle by an elastic, over which the boot turns back in a fringe. The smart thing is to wear these in the same colour as one's morning frock or suit so they appear in blue, beige, grey and chestnut coloured kid. Other high shoes resemble the Roman sandal in the complicated straps, which mount up well above the ankle.

The square or envelope-shaped handbag is the rule. It is really no more than an envelope, as it has no handle, and should be carried under the arm. Morocco or lizard skin are the favourite materials for these bags, and they are often finished at the edges with a series of metal clips, which have the practical value of preventing the edges of the bag from wearing out, as they are so apt to do.



Such unusual trimming is found on some of the new evening gowns. It consists of long ties that begin on each shoulder, loop over each other and fall nearly to the dress hem. Another pretty evening dress shows the rather full drape that is formed by a skirt wrapped around from the back to one side—instead of from the front to one side, as is usually the way it is done.

STRAIGHT OR WAVED?

If you happen to be one of the bobbed brigade, study your features carefully, especially profiles, before you decide whether it will suit your type better to wear your hair straight like a mediaeval page or in dainty waves and curls. The girl who possesses small, regular features and a grave expression will look prettier and much smarter with her hair combed smoothly over her head, the side pieces caught back with a small slide or combed straight down. The laughing, roughish type with a retroussé nose, should adopt either curls or waves.

Bobbed hair when worn waved needs constant attention, for nothing looks more untidy than hair which ought to be waved and isn't. Yet to have the hair waved regularly at the hair-dresser's is not only an expense, but takes up more time than the majority of girls engaged in business can spare. With a little care and practice, however, it is quite possible to curl or wave one's own hair quite satisfactorily, and once the art has been acquired it can be done in a very few minutes.

If you decide on wearing the hair curled invest in two pairs of curling tongs so that one may be heating while the other is in use, for this will effect a great saving of time and be well worth the extra investment.

Bobbed hair should always be curled in layers, beginning at the top. Take a strand of hair and lightly run the tongs down to the end, then grip the hair firmly with them and roll them up under it, as close as possible to the head. Hold them in position for a minute or more, then work the handles up and down, so that the tongs may reach to the extreme roots of the hair. Continue taking up strands of hair right round the head till the whole of the top has been nicely curled, then start on the next layer and treat it in the same way till the whole head has been curled. When curling the last layer, that nearest the neck, curl the hair upwards instead of downwards.

For "waves" use waving tongs, and treat the hair in a similar manner; that is to say, start waving the upper portion first and then taking up layers till the portion nearest the head is reached.

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RADIO NOTES AND NEWS.

Can Thought Be Revealed?

If ever there was prospect of revealing the mysteries of thought and its attendant brain processes, it is more certain now than it ever was. Radio is the cause.

No less radio scientist than John Stone, of San Diego, Calif., foresees the tremendous possibilities in the field offered by radio. Stone holds more than 120 patents for telephone and telegraph inventions and has done remarkable service in the field of wireless. Last year the Institute of Radio Engineers awarded him its medal for his wireless work.

Thought, scientists generally agree, is the product of the minutest waves or impulses in the brain. Somehow or other attempts are made to relate mental telepathy to this description of thought. But positive proof has not yet been produced.

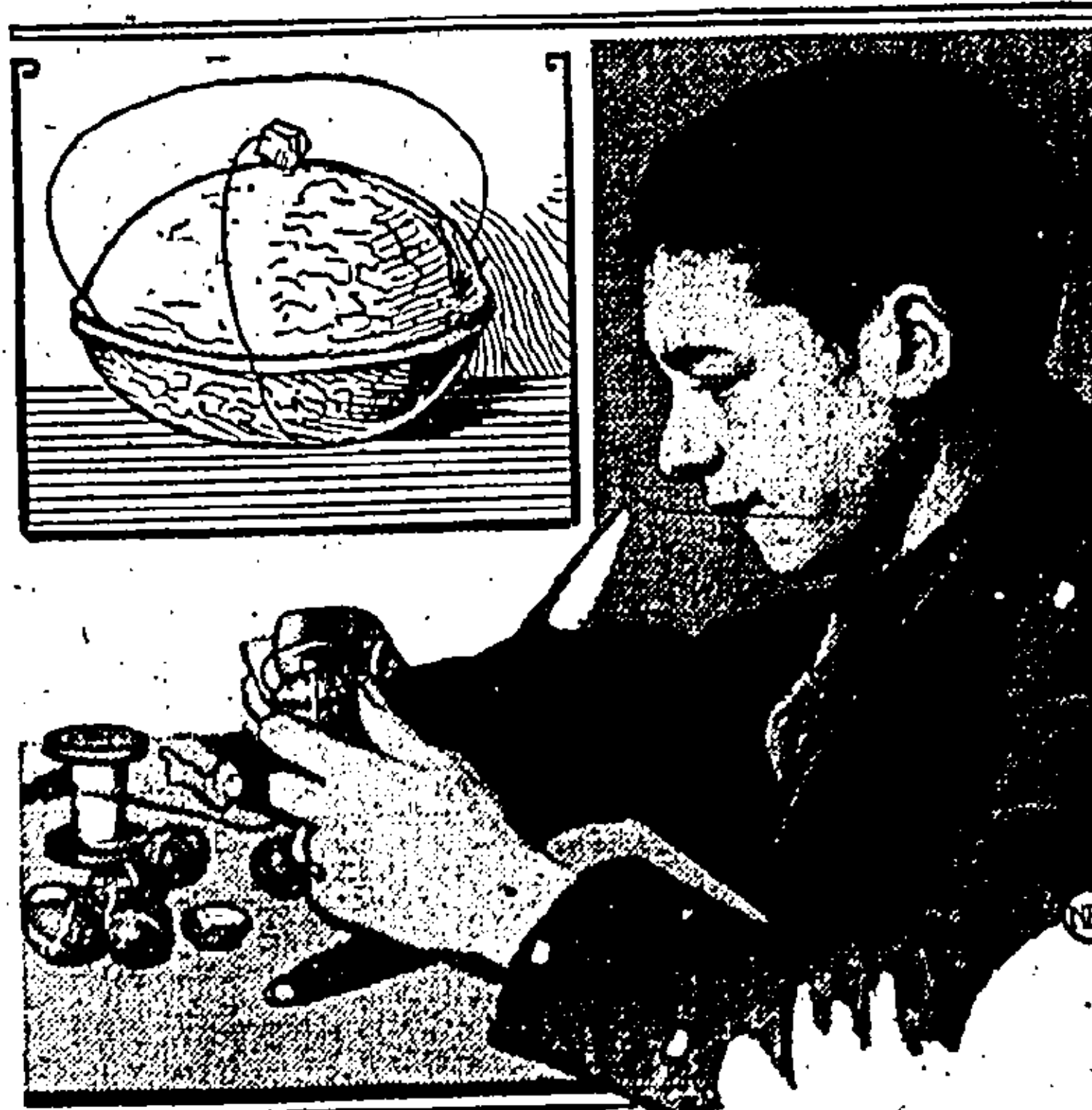
The three-element vacuum tube, however, may be the means by which this mystery may be solved. According to Professor Stone,

"The audion, or three-electrode vacuum tube amplifier, is a veritable electrical microscope whose power to magnify electrical effects is enormously greater than the

address from the company's headquarters, for in exceptional cases, the company, on receiving due notice, could arrange for the speech to be delivered in his own home.

As a matter of fact, the Prince of Wales was the first to do this before the B.B.C. was formed. A small microphone was taken to York House and linked up with the transmitting station by a land line, and every word of his Royal Highness's speech on the Boy Scout movement was clearly audible. Lord Curzon also made a charitable appeal from his private house last year, his speech being transmitted to the company's station for broadcasting. In this case his lordship had private wires in consequence of his office as Foreign Secretary, which made the transmission of the message an easy matter. Such methods of delivery, however, have hitherto been quite exceptional, and a number of eminent speakers have gone to the company's studio in the Savoy. It was from there that the Archbishop of Canterbury delivered his New Year's message to the nation and every night some well-known person now makes a contribution to the com-

RADIO IN A NUTSHELL!



William Slye, a 16-year-old Norwood school boy, likes walnuts, even to the point of making use of the shells. After eating the meat and scraping the interior clean, he builds a complete crystal receiving set within it. The photo and diagram show how he does it. It works, he says.

visual magnifying power of the corresponding optical instrument. "May we not reasonably expect that in the future this prodigious magnifying power of our electrical microscope will be used to detect and measure the minute electrical impulses upon which all our physical functions are predicated?"

Indeed, may we not look even further forward with the hope that by means of this electrical microscope of almost limitless magnifying and resolving power, we may be able to detect and study the brain currents which accompany thought—the brain currents which may indeed be the stuff of which our thoughts are made.

SPEECHES BY WIRELESS.

The speech on "Europe in Arms," by Lord Cecil, which was broadcast on February 22nd, was not the first delivered by his lordship without an audience in front of him, for on two previous occasions he has visited the studio of the British Broadcasting Co. in Savoy-hill and spoken on the League of Nations, says the Observer. On this Friday night his speech was broadcast to every part of the British Isles, and he had an audience of two million people at a modest estimate.

It is not absolutely essential that a speaker should deliver his

pen's programme of "talks" on subjects of varied interest.

The speeches and addresses are as carefully supervised by the company as a daily newspaper, and each manuscript has to be submitted three days in advance. Party politics are strictly barred, and if, in the delivery of his address, a speaker should depart from the manuscript he has submitted, and branch off into some comments which are considered impolitic by the director of the programme, a signal would be given to the engineer, and the audience would become aware of a sudden hiatus.

RADIO "INTERFERENCES."

Get ready for a lot of mysterious radio interference, warns the astronomer, Dr. David Todd. He announces that another big period of sun-spots has started. These are spread out on the sun over an area 45,000 miles across. The largest of this group of spots is 9000 miles wide.

Sun-spots, according to scientific theory, affect radio through the displays of aurora borealis which they create. Radio fans in the Far North tell us that "northern lights" tend to cause fading rather than noise.

Edison suggests that the sun is the source of our electricity. Maybe the radio bug has the sun his slave without knowing it.

PROTEST AGAINST LETHAL GAS.

A telegram protesting against the recent execution of the Chinese murderer, Gao Jon, by lethal gas at Carson City, has been sent the Governor of Nevada by the Women's Peace Union in New York.

THE BOTTLE TRADE.

The importations of stoppered bottles into the Netherlands East Indies in 1923 were 731,000 dozens. Japan has been competing strongly since the war, and it is thought Germany will have a hard fight to regain her old position.



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THE HUMAN ZOO

By C. D. Batchelor

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THE YOUNGER SET

"My daughter saw us kiss good-night last night."

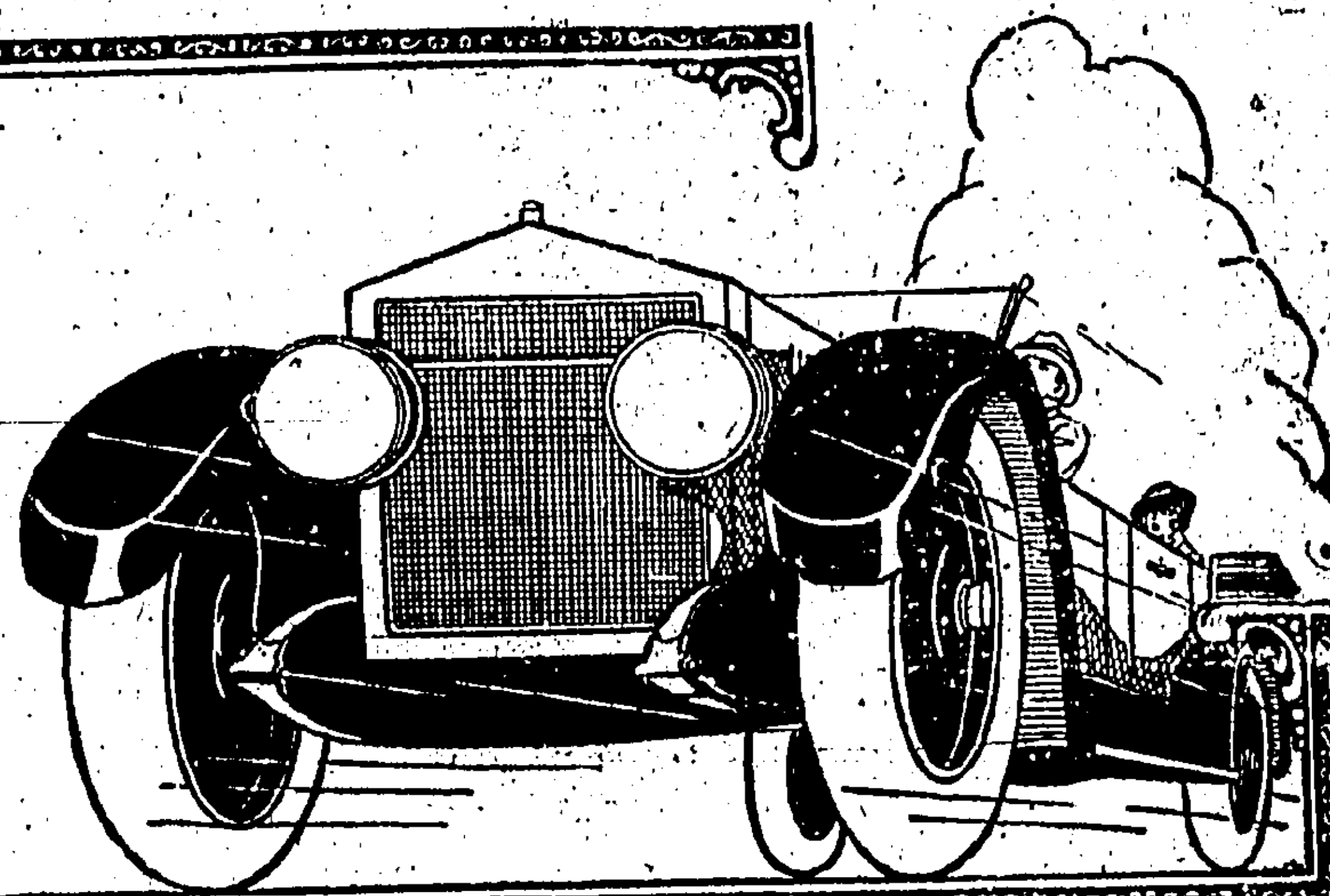
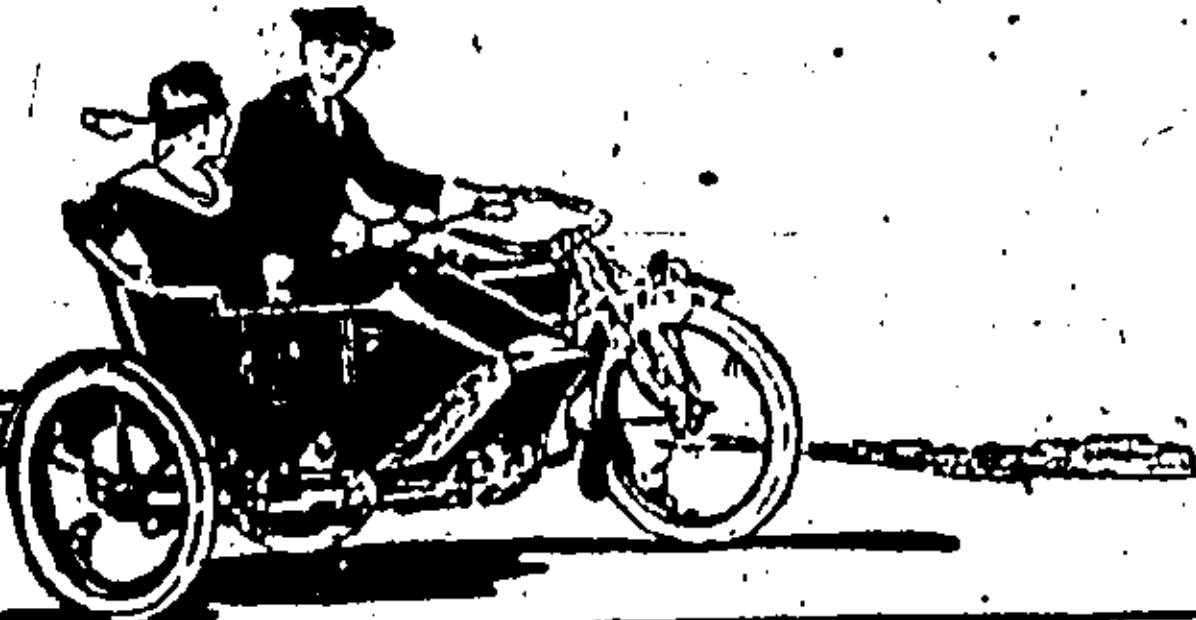
"Was she shocked?"

"Oh, no. Just critical. Said I put up too much mid-Victorian resistance."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 5th. April, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The question of traffic control at the bottom of Garden Road was discussed at a meeting of the General Committee of the Hongkong Automobile Association on Tuesday, when it was considered that the present control arrangements are much too complicated. It is hoped that, as the result of action to be taken, the system will be very much simplified in the near future, both by day and by night.

We have good news this week for local motor cyclists, inasmuch as we are able to announce that, following the suggestion made at the annual meeting of the Hongkong Automobile Association, a Motor Cycle Section has now been formed. The following have been appointed as a special Sub-Committee to be in charge of the Section—Messrs. J. Smith (Chairman), F. Baker, G. T. Padgett and P. C. Weller. It is now up to both the Sub-Committee and local motor cyclists generally to get together and formulate plans for future activities, such as the holding of competitions, organising outings, etc. We understand that the Association will very readily assist in every way possible to make the Section a live and interesting one. There are now over 500 motor cyclists in Hongkong and it should be possible to enlist the active sympathies of them all.

Quite a large number of Badges of the local Association have been applied for recently, but there are still a good many members who have not made application. Badges may be had of the Honorary Secretary of the Association, Mr. Paul M. Hodgson, of the Union Insurance Society of Canton.

Many members of the H.K.A.A. have recently left for Home and have taken with them letters of introduction to the Royal Automobile Club, of London. This famous Club has issued an invitation to members of the Hongkong Association to become Honorary members during the period of the British Empire Exhibition—a privilege which has been very readily taken advantage of.

One hesitates to complain of the condition of the road around the island, lest it be thought that such complaint is but the grumblings of a confirmed "grouser." But the condition of the road just now is such as to convince that our Public Works Department sometimes works in a truly wondrous way. With the laudable object of improving the condition of the road and taking out many of the bumps and potholes, workmen have recently been busy in picking large patches. But instead of picking one bad stretch, relaying it and then tarring it, leaving it in improved condition workmen have picked out dozens of patches all the way round and have left them rough. Patches of loose stones and earth are therefore met with nearly every few hundred yards. Surely it would be better to have complete repaving gangs at work (capable of digging, re-laying and tarring) than to allow one gang to go ahead and pick up all the bad bits they can find leaving another gang to follow later, (and it appears to be considerably later) and do the finishing off. There must be dozens of patches waiting final treatment and mean-

while tyres and comfort are suffering. Motor cyclists specially have cause to complain.

On another page of this Supplement will be found a new advertising feature, which we hope will prove of benefit to local motorists. There is no reason why this Supplement, which is also the official organ of the Hongkong Automobile Association, should not be more availed of by motorists who have cars, cycles or accessories for sale or exchange. Most of the motoring papers at Home specialise in displaying Want and Exchange advertisements, and by so doing give excellent service to motorists. In order to induce local motorists to avail themselves of this weekly publication we have instituted a "Small Advt." column, the rate for one insertion of each small advt. being but fifty cents. Now, if you want to exchange or sell your car or cycle you have an appropriate medium.

The following have joined the Hongkong Automobile Association since January 1st:—
Messrs. John Arnold

A. J. Allison
J. W. M. Brown
N. S. Brown
Capt. F. L. Brown
F. Baker
J. J. Basto
C. H. Basto
D. Cayless
Chong Kwong-sing
S. J. Clarke
A. S. D. Couland
R. Earnshaw
W. A. Eustace
B. D. Evans
F. J. Figueredo
A. Gascon
D. M. Goodall
A. A. Gutierrez
F. C. Hall
Andrew Harper
Hu Quan-shun
M. B. King
Dr. W. V. M. Koch
Lam Wing-yau
Lung Chak-tsun
Lau Yick-cheuk
E. W. Lewis
R. T. Matheson
A. H. Mason
B. E. Maughan
J. Morris
H. E. Parkinson
C. L. Pun
Poon Chung-i
R. Pestonji
F. X. d'Almada Remedios
F. J. de Roma
P. O. da Roza
A. W. da Roza
G. R. Sayer
A. Samy
A. L. Shields
F. M. L. Soares
Surg. Lieut.-Com. Fitz-
ory Williams, R. N.
P. P. J. Wodehouse,
C. I. E.
Young Shuk-ping.

New members joining will be announced weekly in this Supplement. Application forms for membership may be had of the Hon. Secretary, Mr. P. M. Hodgson, Union Building.

In connection with the motor gymkhana which was to have been held in November and which, after several postponements, had to be abandoned, we are asked to call attention to the fact that several of those who entered have not collected the return of their entrance fees. They should call on Mr. P. M. Hodgson, Union Building, who will be pleased to make the refunds.

TESTING A ROADWAY.



Here is shown a roadway undergoing a test by the engineers of the University of Maryland and the U. S. Bureau of Public Roads. It is between Baltimore and Washington. A platform is set into the road, resting on two concrete walls and connected to a recording apparatus by a hose of water. As a motor car passes over it, the weight of both front and rear axles are recorded. Thus road engineers can keep track of the amount and degree of traffic on the road and note accordingly how it is wearing.

FUTURE CARS.

Forecasts of New Designs.

Chicago, February 10th.—A car which never have carbon, and rarely need a change of oil, one-third lighter than today's cars, with new-body lines, was forecast by Charles F. Kettering recently in an address to dealers at the Chicago motor show.

And the dealers put faith in the forecast. They know this man Kettering had started as a college teacher and been drawn into the motor business because of the possibilities of applying his keen scientific interest there. He now is head of the General Motor Research Corporation, where now motor ideas are conceived and tested.

"We shall have this wonderful car of the future," Mr. Kettering said, "because we have learned to wish for the unreasonable, and then go out and make it." "At the research laboratories we just take the motor car all apart and lay it on the table, so to speak, and then we ask ourselves: 'What is wrong with this thing?' And to make the problem relatively simple we simply write down that everything is wrong with it—that nothing is right about it at all."

"Take bearings, for instance. I do not mean ball bearing or roller bearings, because they have been brought to a pretty good state of development, but plain bearings. Why should we have to oil a spring shackle bearing? It does not turn around. Of course, everyone will tell you that you have to oil a bearing—even can be proved."

"Experiments at our laboratories indicate it is possible to develop bearings which under many conditions of service will run for thousands of hours without the addition of any lubricant other than that used when the bearing was installed. "We have produced certain materials which can be added to gasoline that will entirely change the nature of the combustion that takes place in the cylinder, and by the use of this new material we absolutely eliminate the knock from motors."

"Motors with new types of cooling systems are coming, with new valves, gears, new carburetors and a thousand and one other things, which make them

operate better with present day fuel, to say nothing of the changes which are possible when some of the newer fuels which are now in the process of commercial development are made universal. I believe that a third of the weight can be cut out of the present day cars."

"We can manufacture motor cars that will never have carbon in them; and we can build cars so that motorists will not have to drain the oil out except once a year."

"BIG BODY CHANGES SOON."

Mr. Kettering said he looked forward to great changes in closed body design, because, after a long struggle, we had finally begun to get away from the top buggy and its side curtains. The bow top and the celluloid side curtains are becoming things of the past through the advent of the convertible type closed car, which is now in the first stages of its development. Foreign manufacturers, he said, already had perfected several almost ideal convertible type bodies that could be turned weatherlight sedan; but these were built without regard to price. Adapting these types to car production methods is one of the problems that he believed would soon be solved.

New things are on the way in tyres," he asserted, "and the question of whether or not they are right is now being discussed; if they are right, they will result in an entire re-design of the chassis and construction of the whole motor car. Such cars will permit a type of springing and give an ease of control over rough roads that has not yet been known."

"I am not willing today to say that balloon tyres are a success at all, because they are too new yet. They may be perfectly all right as they are, but I know that the use of balloon tyres on the present day car will produce only 10 per cent. of what is possible, if the whole car is designed with the idea that it is going to ride on balloon tyres."

Australia is again attempting to place on the market an "All-Australia" automobile. Its unusual features include an engine located midway between the front and rear wheels, chain drive to the rear end, an entire absence of frame and a body constructed of ply wood glued and sewn together.

FABRIC MOTOR BODIES.

Being Made of Canvas and Cotton.

New York—The fabric body is now recognized as an important development in the motor car body field. In Europe as well as in this country, the fabric body is attracting attention. It was a feature of the recent Paris salon and has been adopted by several prominent British manufacturers of high grade cars, including the Sunbeam, Daimler, Talbot, Singer, Triumph and Rover.

Lightness, durability and economy in construction are claimed for them. The new type has the great advantage of requiring a comparatively small investment for machinery; labour cost is also lower. This will enable the car manufacturer to bring out his closed models at a price that will appeal to a larger public than at present.

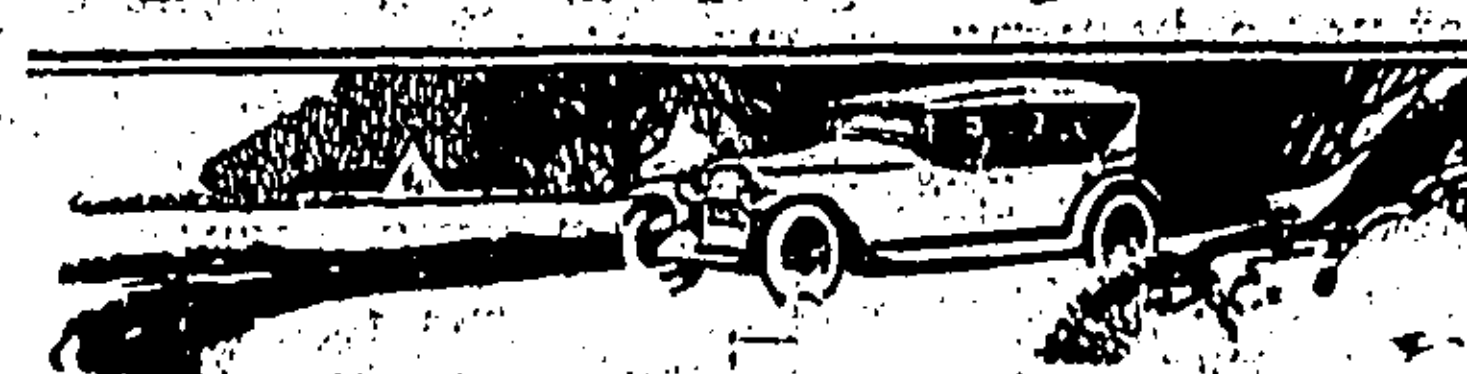
The fabric body in Europe is built on what is called, after its originator, the Weymann system. It is an extremely light body, with wooden frame members that do not touch each other, but are joined by metal plates. There are no longitudinal sills, and the seats and floor board rest directly on the chassis, so that the body supports only its own weight. It consists of a light frame over which the fabric is stretched.

The American fabric body on the Childs system, is far more substantial. It has the conventional wood frame construction, with the addition of a few thin, light strainers, where panel contours are required. Instead of the customary wood or metal panels galvanized wire is stretched over the frame, upon which is placed two layers of cotton wadding, which are tensioned into the wire by stretching over them tightly a No. 10 canvas. This provides a strong but flexible panel over which is stretched the leather cloth.

Several body builders are producing bodies on the Childs system and it is asserted that over three thousand jobs are now in course of construction.

Now motorists realize it, but a slipping fan belt never should be neglected. Often it is the indirect cause of greater troubles, such as leaky valves. The engine overheats, and the valves warp.

Columbia



Storage Batteries

EVERY bit of the long experience of the world's oldest manufacturer of electric batteries goes into the Columbia Storage Battery.

A Columbia Battery in your car is your assurance of quick starts, bright lights, economy, and continued satisfaction.

We have a Columbia Battery of the proper size for your car, no matter what its make. Let us show it to you.

The Dragon Motor Car Co., Ltd.

Telephone Central 3950.

A. J. Allison, Service Manager.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon

of Shell!

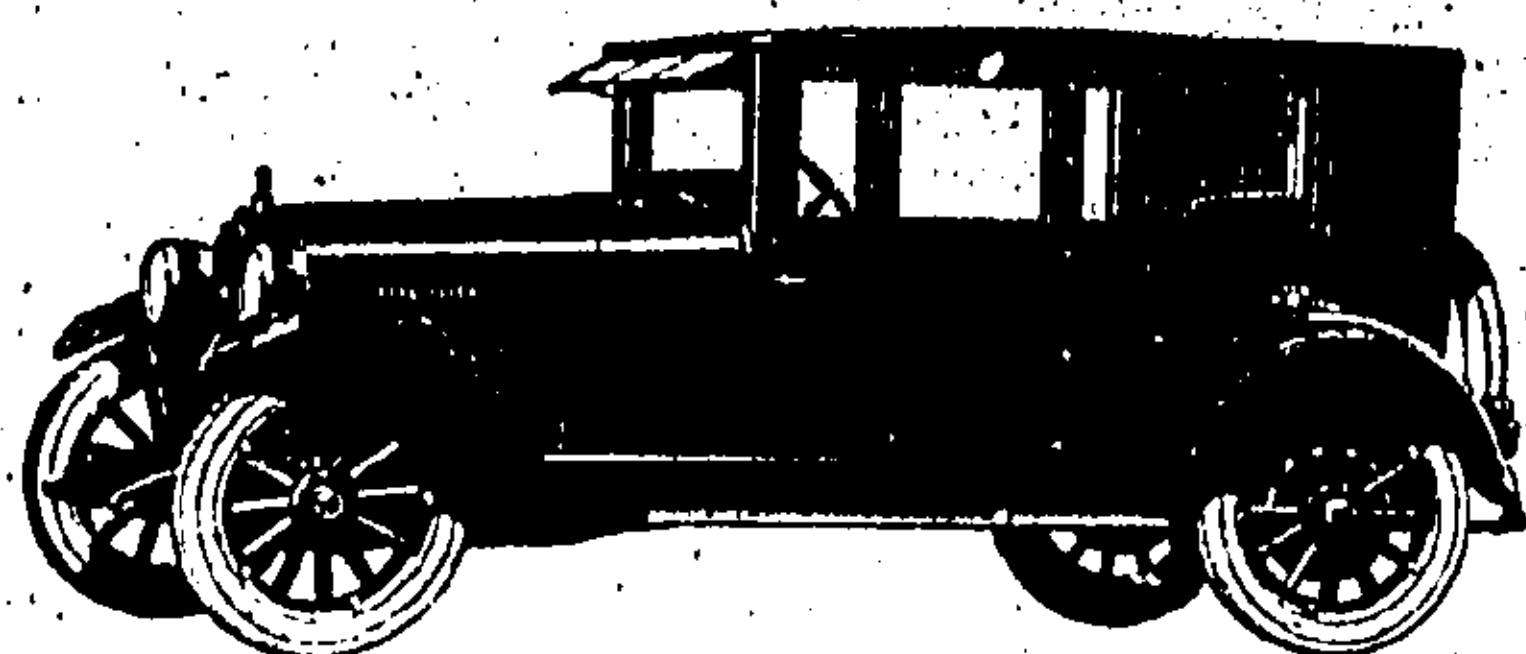
Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000

Prize Glider Contest at Lympne, used

SHELL SPIRIT

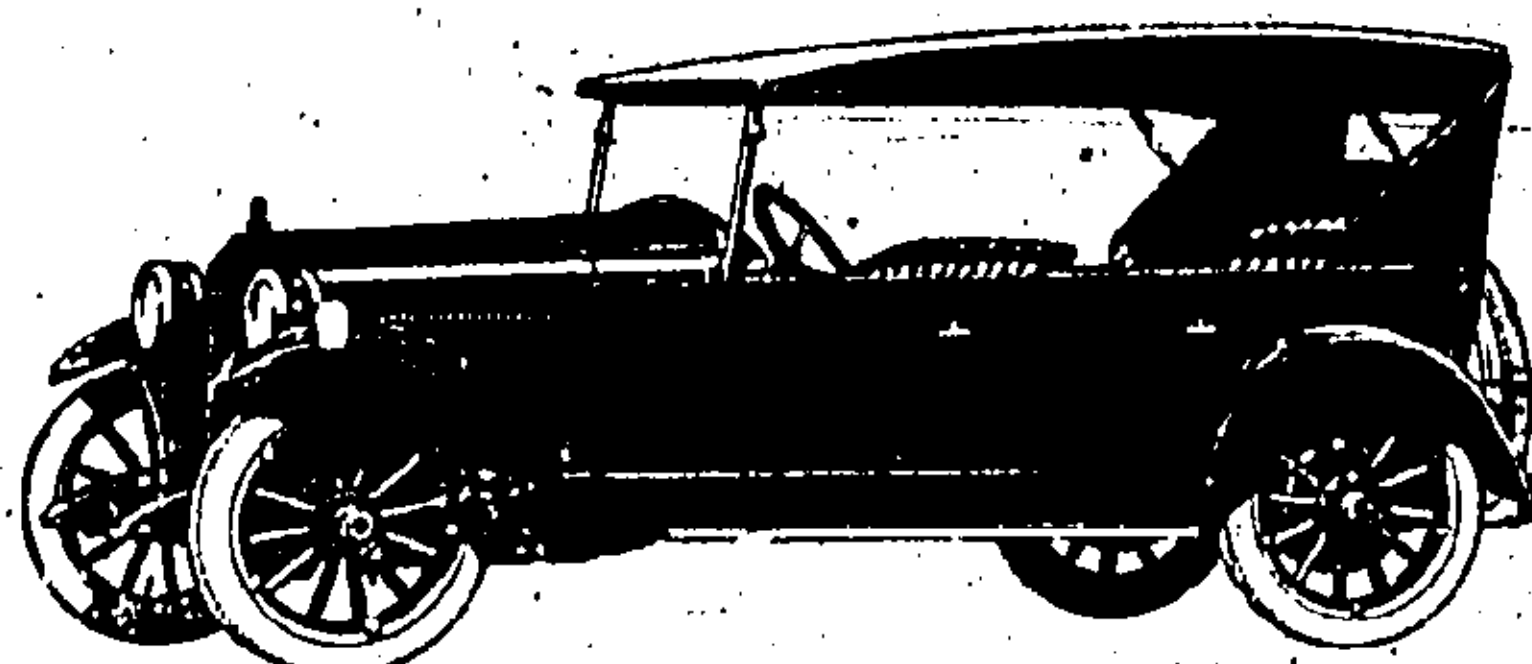
PERFORMANCE IS PROOF!

THE ASIATIC PETROLEUM CO., LTD.



5-passenger Essex Coach complete with Disc Wheels, Cowl Lamps, Five Cord Tyres, and Nickel Trimmings, \$2,800

5-passenger Essex Touring complete with Disc Wheels, Cowl Lamps, Five Cord Tyres, and Nickel Trimmings, \$2,375



Gives— "Ideal Transportation"

Take a 30 minute ride to learn the facts. It will convince you that "ideal transportation" in terms of economy, performance and lasting reliability, is fully realised in this low priced car. The new Essex is built by Hudson and shares its famous design advantages. That not only means a motor design that has long held a foremost place among "Sixes," but the same type of clutch, transmission and rear axle

which Hudson has proved in years of service. And the first-cost economy is carried out in every way that applies to transportation—low fuel and oil consumption; great tire mileage; and astonishingly low prices on replacement parts. The materials used and the way it is built insure lasting enjoyment of those unusual qualities which delight you on your first ride.

A 30 Minute Ride Will Win You

Essex closed car comforts now cost much less than ever before. Also with this lower price you get a more attractive Coach body and a 6-cylinder motor built on the principle of the famous Hudson Super-Six.

The New ESSEX

A Six--Built by Hudson

THE DRAGON MOTOR CAR CO., LTD.



Latest Models on View at our Show Room and Service Station. Come and see them.



Wong Nei Chung Road, Happy Valley.

Telephone Central 3950.

THE BUICK MODEL "50" LIMOUSINE SEDAN.

Combining the qualities of a chauffeur-driven car with those of a closed car for family use, the Buick Limousine Sedan is a distinctive addition to the Buick line for 1924. It is another evidence of Buick's policy of furnishing a car for the majority of motoring needs.

The one-piece curved glass that separates the driving compartment from the tonneau can be lowered completely out of sight by simply turning a small handle on the back of the front seat. The car is then converted into a Sedan for the use of the owner or members of the family.

Sole Agents:

Hongkong and Kowloon Taxicab Co., Ltd.

Telephone No. 1036.

Mirrors in Garages

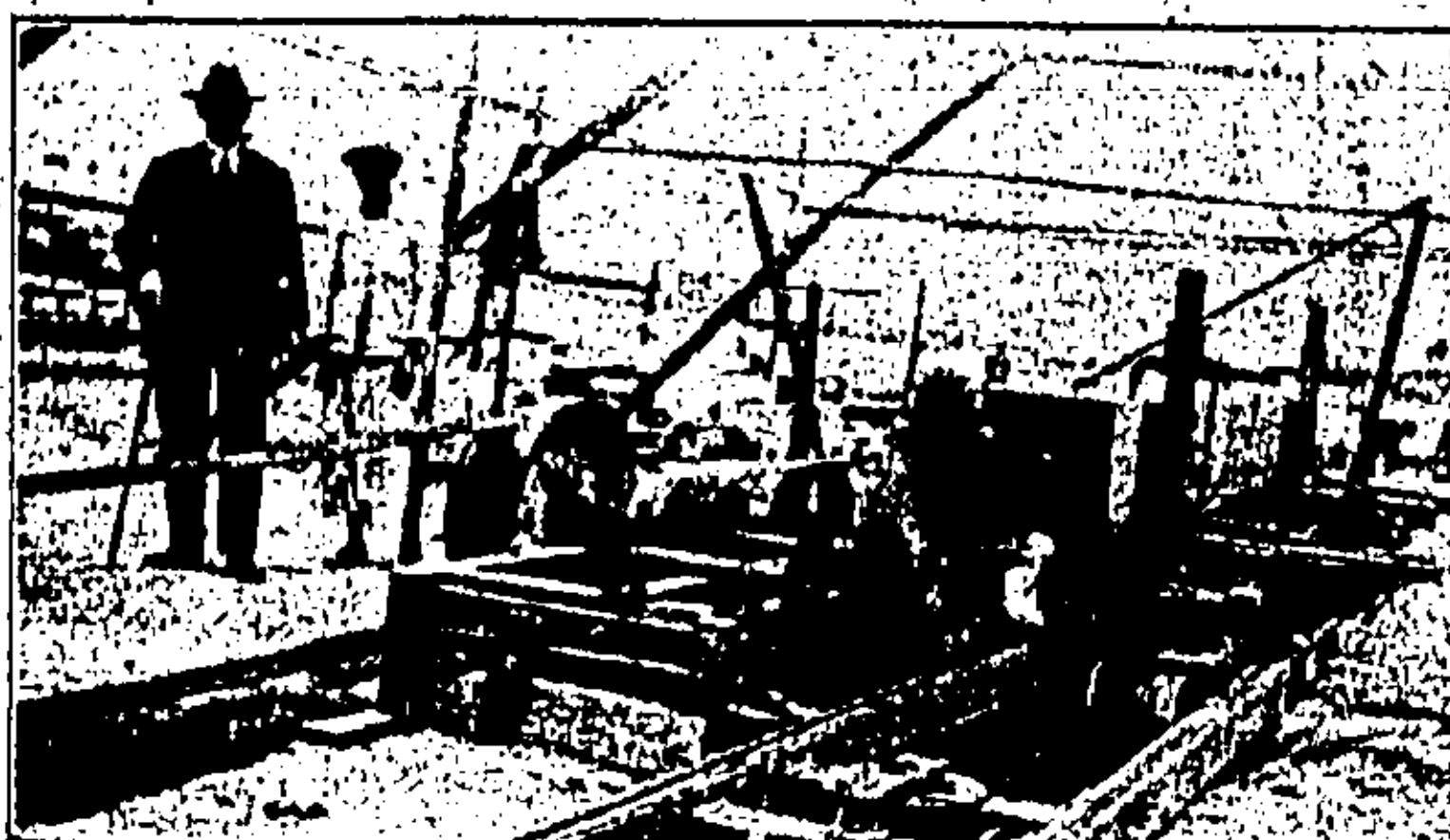
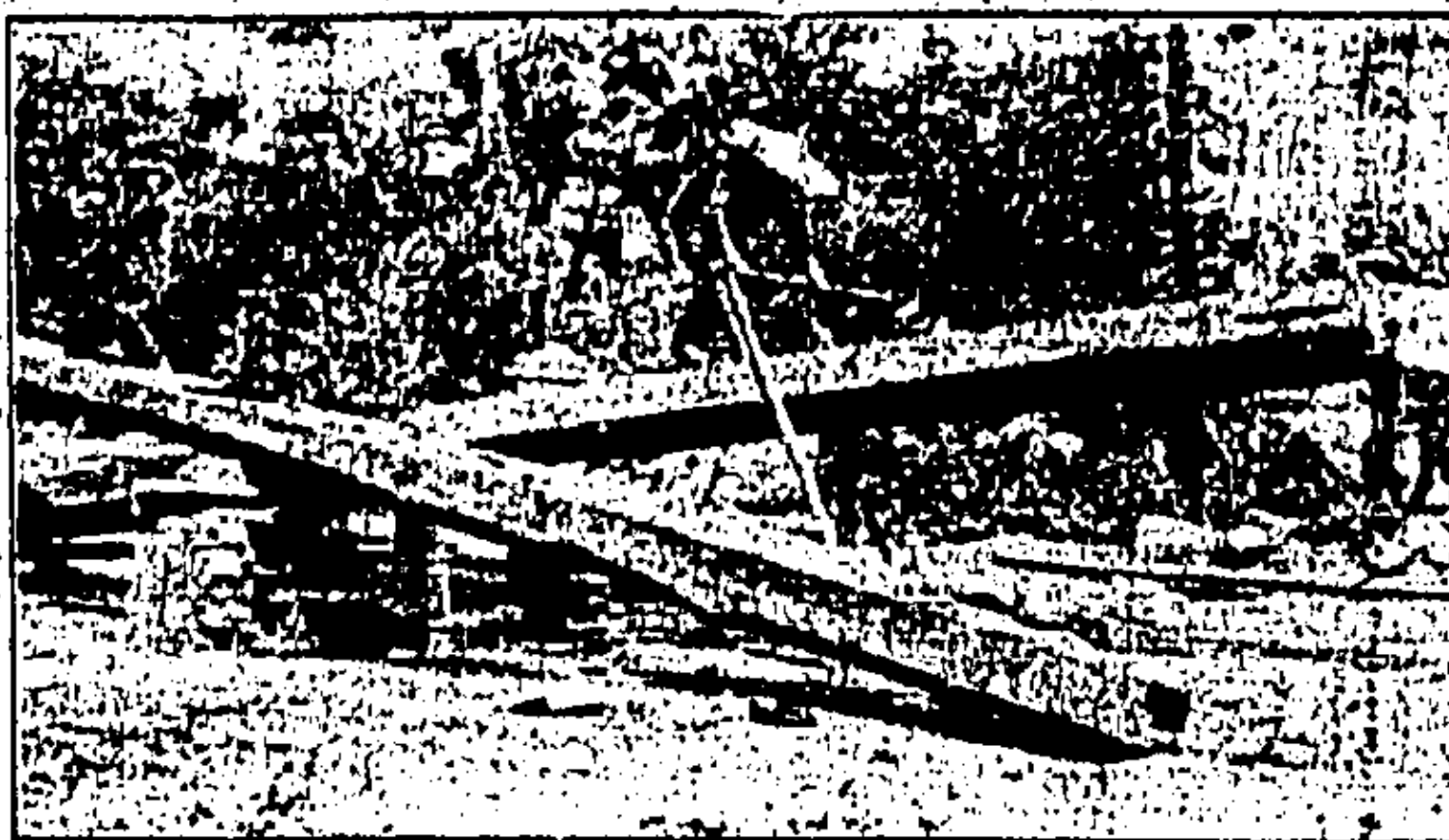
The last place one would expect to find a mirror is in the motor car repair shop. Yet a collection of small mirrors will be found to be very useful tools. For instance, when examining the differential, into which a light cannot be inserted, a small mirror will be found useful to reflect the light from a lamp into the deeper recesses. When working

in back of the instrument board, a mirror may be placed on the floor of the car, reflecting the light upward. One great advantage of this is that the light need not be held close to the face, which not only makes for discomfort but frequently defeats its own purpose by supplying sufficient light temporarily to blind the worker. It is a good plan to attach handles to the mirrors, so that they may be introduced into narrow places.

If a private garage is not heated, washing should be done outside, as it keeps the whole building damp. Moisture is very destructive and should be avoided as much as possible.

Keep away from mud. It gets everywhere about the car and makes cleaning harder and at the same time permits the tyres to become more susceptible to punctures and cuts.

THE OLD AND THE NEW.



Above we show the old and the new ways of cutting timber. The age-long native method of cutting big timber by hand can be seen almost anywhere in the Colony, whilst the new way is but very gradually displacing the old. Above is shown a Greyhound saw large enough to cut 18" x 18" square timber to any size required. It is being driven by a Fordson Tractor at Mongkok—

an example of how mobile motor power can be utilised for various purposes. It is claimed that the saw will equal the work of 50 men and that the cutting is done much better, because it is possible to gauge the saw down to a quarter of an inch.

Anyone seeking information should apply to Mr. Andrew Harper, the local authorised Ford dealer.

NEARLY 500,000 MILES.

Wonderful Performance Of A Car.

One frequently hear of transcontinental runs made by new cars. But here is one recently accomplished in the United States by a veteran Studebaker Big-Six touring car, which had travelled over 475,000 miles.

With a record for service totaling nearly half a million miles—this Studebaker Big-Six touring car, built in 1918, recently left Los Angeles on a triumphal trip across the United States. The distance from the starting point to New York City is over 4000 miles. But this patriarch of motor cars covered the distance on schedule time. Never once did it encounter any mechanical difficulty. Only three forced stops were made—to repair punctures.

Not content with one trip across the continent in midwinter, the Big-Six was headed westward a few days after it arrived in New York. It visited Philadelphia, Cleveland, Chicago and finally South Bend, Indiana, where the main Studebaker factories are located. Here it has been placed in the Studebaker museum along with the exhibits of other historic cars and carriages that Studebaker has built during the seventy-two years it has been in business.

The veteran Studebaker attained its huge mileage through constant daily service over California mountain roads. The first owner drove the car 94,000 miles. Then it passed into the hands of the Associated Transit Company of Los Angeles.

Daily, for three years, this corn used the Big-Six to carry a three-quarter ton load of Los Angeles newspapers into the heart of the mountains. The daily run amounted to 400 miles; which the Big-Six was required to cover regardless of weather conditions. And despite the fact that its cargo of newspapers was equal to the weight of ten grown people, a scheduled speed of 30 miles an hour was demanded. Nor was that all—to make the trips doubly profitable, the car was often called upon to pull a trailer loaded with an additional ton of papers. All of this, of course, over mountainous roads which served to increase the task.

Considering the strenuous requirements placed upon this car for more than five and one-half years, its recent trip across North America seems to me to be one of the most significant accomplishments in motor car history. It clearly demonstrates the stamina of the wellbuilt modern motor car.

No part of a car requires more careful attention in the matter of lubrication than the steering gear.

MOTOR PRICES.

Predicted Rise in America.

Detroit.—Automobile prices generally will remain unchanged until after the spring clearing season is over. This is the consensus of opinion among manufacturers, the majority of whom are too busy trying to meet current demands, much less think of making price revisions.

Any changes that come about in the next few months will be upward, manufacturers believe. However, the very great majority are confident that the immediate future will see no alterations in this regard.

Commenting on the situation A. R. Erskine, president of Studebaker Corporation and one of the foremost authorities in the industry, has this to say:

"Automobile prices are not likely to go lower this year. The tendency, rather, is upward, but I believe that prices, on the whole, will remain at the present level."

NO ADVANTAGE IN DELAY.

This will interest some who have been placing faith in reports that prices are coming down soon. Any who harboured the idea, and postponed buying because of it, will do well to buy now and not deprive themselves of the advantages of a car.

One price change was made during the week. Olds Motor Works increased prices on all models from \$30 to \$45, making the price of roadsters \$785; touring, \$795; sport touring, \$915; coupe, \$1,075, and sedan, \$1,135.

Here is one of the best reasons for believing that 1924 production will exceed 4,500,000 vehicles. United States Department of Commerce figures show that automobile registrations in the United States and throughout the world increased 23 per cent. last year. The world is even more prosperous now than it was last year, there are more good roads, there are more motor car enthusiasts because there are more automobiles, cars are better and remaining at lower prices.

HEAVY PRODUCTION REQUIRED.

Let us suppose then that registrations keep pace with last year, that they show an increase of 25 per cent. There are now 18,000,000 motor vehicles in the world. A 25 per cent. increase over this number would require a production of about 4,522,000 motor vehicles this year.

This number compares favourably with a production made several weeks ago that output for 1924 would approximate 4,600,000 vehicles. Ford and Chevrolet will "turn out" about 70 per cent. of this number. Chevrolet is now nearing the 1,500,000 mark as to the number of cars sold. During this year, since the company started in business in the 1917-18 season, it has sold 1,417,576 cars.

TRIUMPH

Britain's Most Famous Motor-Cycle

EQUIPPED READY FOR THE ROAD WITH ELECTRIC MAGDYNO LIGHTING SET AND BULB HORN.

ENGINE.—4 h.p. Triumph, single cylinder, 85 x 92 m.m. bore and stroke, volume 550 c.c.; roller bearings to big end; decompressor.

TRANSMISSION.—Roller Chain front 3/4 x 1/4 in., back 5/8 x 3/4 in. The front chain is enclosed in an oil-bath gear case.

TANK.—Extra strong. Capacity: Petrol, over 2 gallons; Oil, 2 pints.

TYRES.—26 x 3 in. Dunlop Magnum.

BRAKES.—Registered design compensating foot-brake. Front internal expanding on wheel hub.

1924 Models on Show At— Alex. Ross & Company,

(China) Ltd.

Bank of China Building, Duddell Street.

Telephone C. 2487.



LIGHT SIX FIVE-PASSENGER TOURING CAR

Price \$2,700

Completely equipped.

Colour: Green or Black. New Models Arrived.

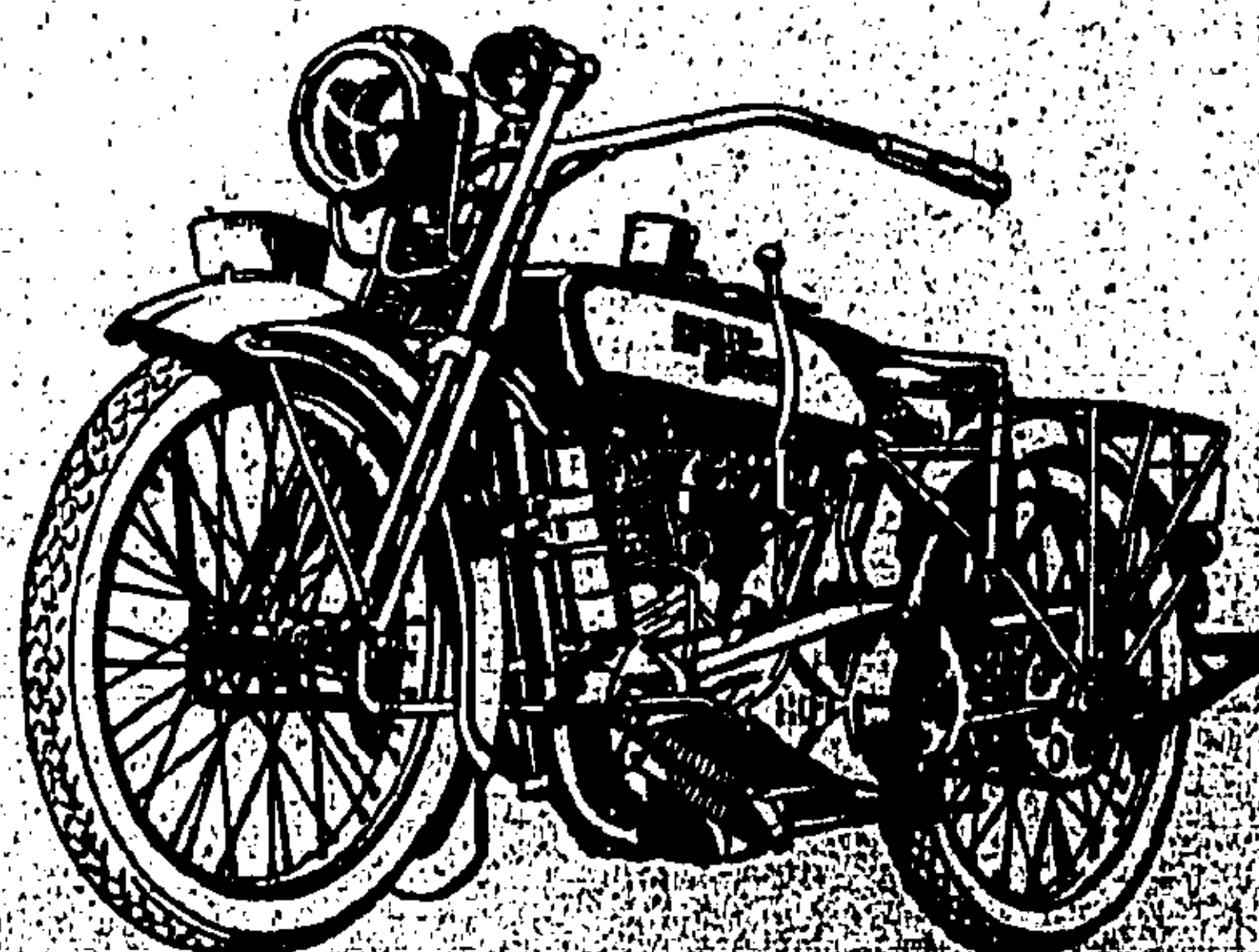
Before deciding on your car obtain specification

And let us demonstrate a 6 cylinder Studebaker.

The Worlds Greatest Light Weight Car.

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HARLEY DAVIDSON



1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY SHEWAN TOMES & CO

SOUND VALUE

The price of Dodge Brothers Motor Car is a Genuine index of its value.

Enabled, by their vast resources, to finance themselves; selling directly through dealer to purchaser; adding nothing to the price of the car to support a free service policy; concentrating on one chassis for their complete line; eliminating the overhead involved in furnishing many body types with special finishes—

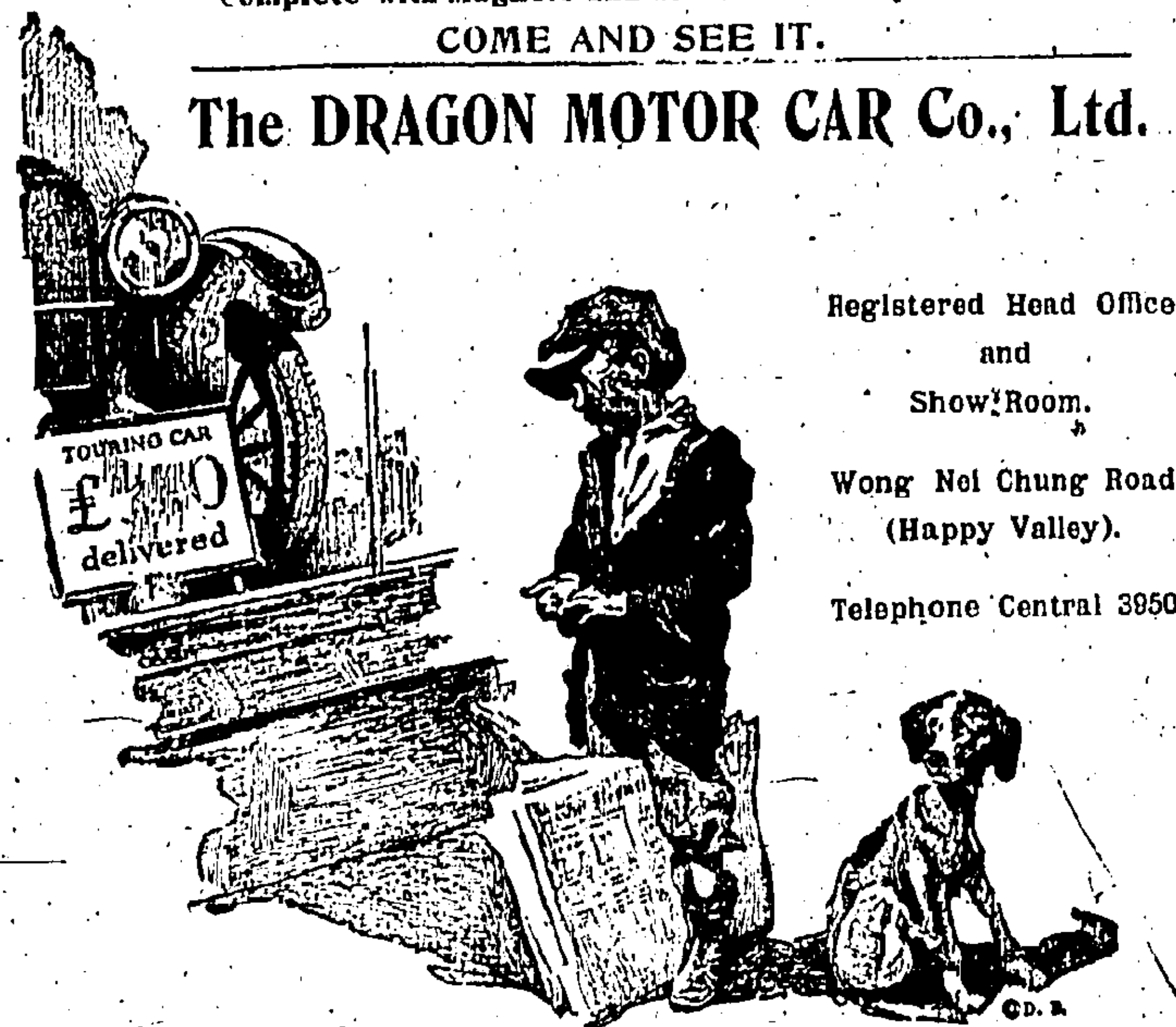
Dodge Brothers are actually able to conserve a considerable amount of money in the manufacture and sale of each car.

This saving is not only reflected in the price; it is returned to the product itself, and in this way, passed on to the purchaser—sound value for his investment.

The price of the Standard Model five-passenger Touring Car, complete with Magneto and with five Cord Tyres is - \$2400.

COME AND SEE IT.

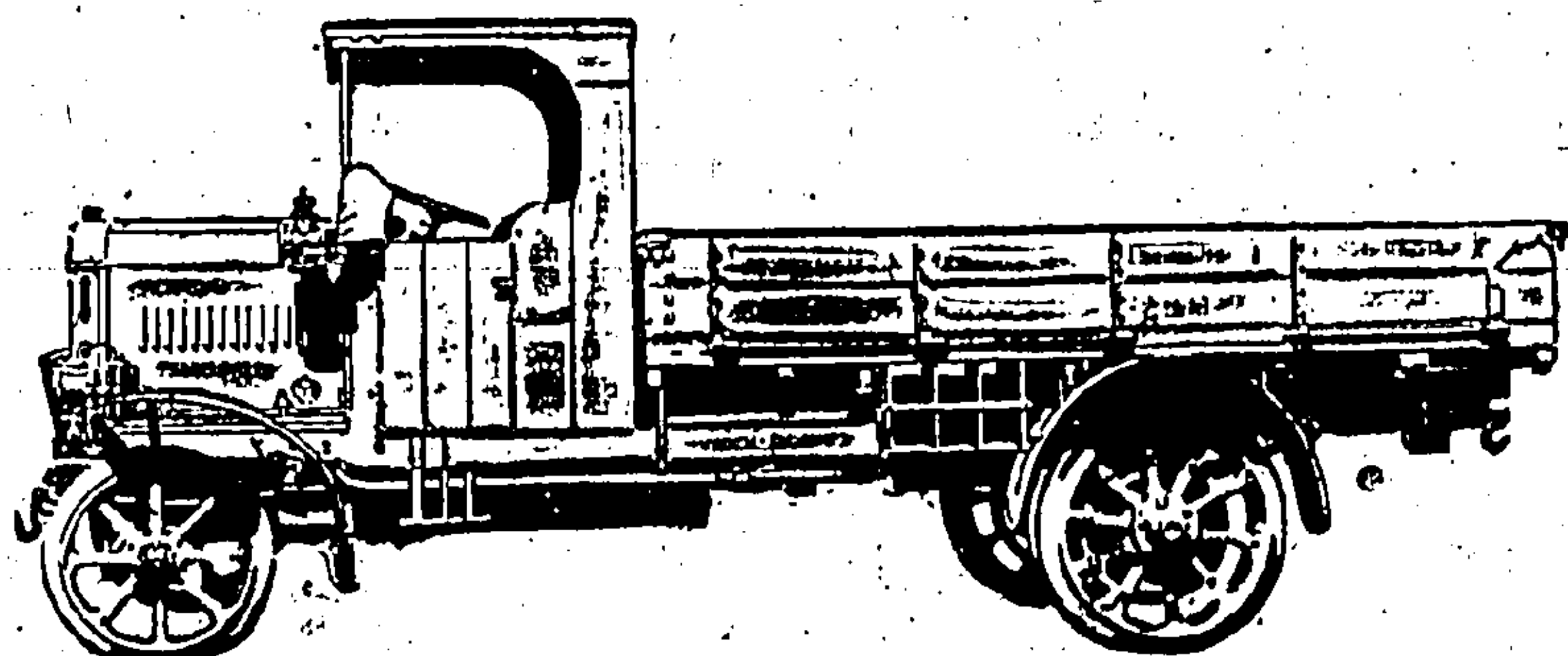
The DRAGON MOTOR CAR Co., Ltd.



Registered Head Office and Show Room.

Wong Nei Chung Road (Happy Valley).

Telephone Central 3950



"If the writer were asked to sum up the 'Dennis' 2-2 1/2 tonner

THE
DENNIS

2-2 1/2 ton Model

Write for leaflets of models in which you are interested.

Alex. Ross & Company
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Bank of China Building, Duddell St.
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HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH CLASS, WORM-DRIVEN MACHINE, BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN; THE CHASSIS IS JUST A REPRESENTATION OF RIPE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-dateness in design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act, in 1895.

BRIEF SPECIFICATION:—

30 h.p., 105 x 150 mm. engine, forced lubrication to working parts by gear-driven pump, large oil sump in crankcase, high tension waterproof magneto, external Forodo-lined clutch, gate change 4-speed and reverse gearbox, with direct drive on 4th speed, stopping by worm wheel sector. Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand nuts in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps; tool kit, lifting jack and horn.

WEB-CORD TYRES.

HOW FRICTION IS ELIMINATED.

What has been happening to automobile tyres that they give so much better service than they did a few years ago? They look the same and are made of cotton and rubber just as formerly. Then why the extra quality?

The answer is—the cord tyre. It has proved so much superior to the old-fashioned "fabric" tyre that it has practically usurped the field.

And now *Automobile Topics*, a leading publication in the automobile field, announces that "Web cord", a new type of cord tyre construction, has been shown positively to be as much of an improvement over ordinary cord as the ordinary cord construction is superior to the old-fashioned fabric construction.

The difference between all these types of tyre construction is so slight that it seems incredible that so much extra service in a tyre could have been gained through the slight modifications that have been made. It is interesting to note that every one of these changes has tended to reduce friction in the carcass of the tyre, indicating that the elimination of internal friction in a tyre is the sure way to increase tyre mileage.

In the development of the pneumatic tyre as we have it today there have been three important steps. First, there was the crosswoven fabric tyre, with its layers of heavy duck. This fabric was so tough and stout that it seemed impossible that anything better would ever be produced. But its very strength was its weakness, for when the tyre began to roll along the ground, the threads began to saw against each other. This friction created internal heat and ultimately ended of the life of the tyre.

Then came the invention of the cord tyre, built of layers of cords. It is obvious that it would have been an endless task to build up a tyre by the process of laying one cord on at a time. So the cords were made into sheets, tiny threads being crosswoven through at intervals. It was the theory that these cross threads would hold the cords together in a fabric until the tyre had been constructed, but when the tyre went into action the cross threads would break down, and the "cross-sawing" so harmful in fabric tyres would be eliminated. But in many cases they did not break down, and though the change produced a vastly better tyre, much internal friction remained.

Of especial interest, in view of the recent invention of "web cord," was the method of treating the square-woven fabric and the ordinary cord fabric with rubber. The purpose of this treatment with rubber was to cover so far as possible each thread and cord with a coating of rubber so that, as the threads or cords rubbed together, the rubber coating would act as a buffer to prevent friction.

Two methods of treating with rubber have been in vogue. The first consisted of softening rubber into a "dough" that was soft enough to spread easily. This "dough" was spread over the fabric, an effort being made to have each thread or cord entirely covered. The results were quite good, considering the fact that only imperfect success could be expected due to the inability to treat each thread or cord separately.

The other method consisted of dipping the fabric into a rubber solution. To get the rubber into the form of a solution, rubber gum was dissolved with gasoline or some other agent. The result of this method was also unsatisfactory because the rubber did not penetrate into the heart of the cords.

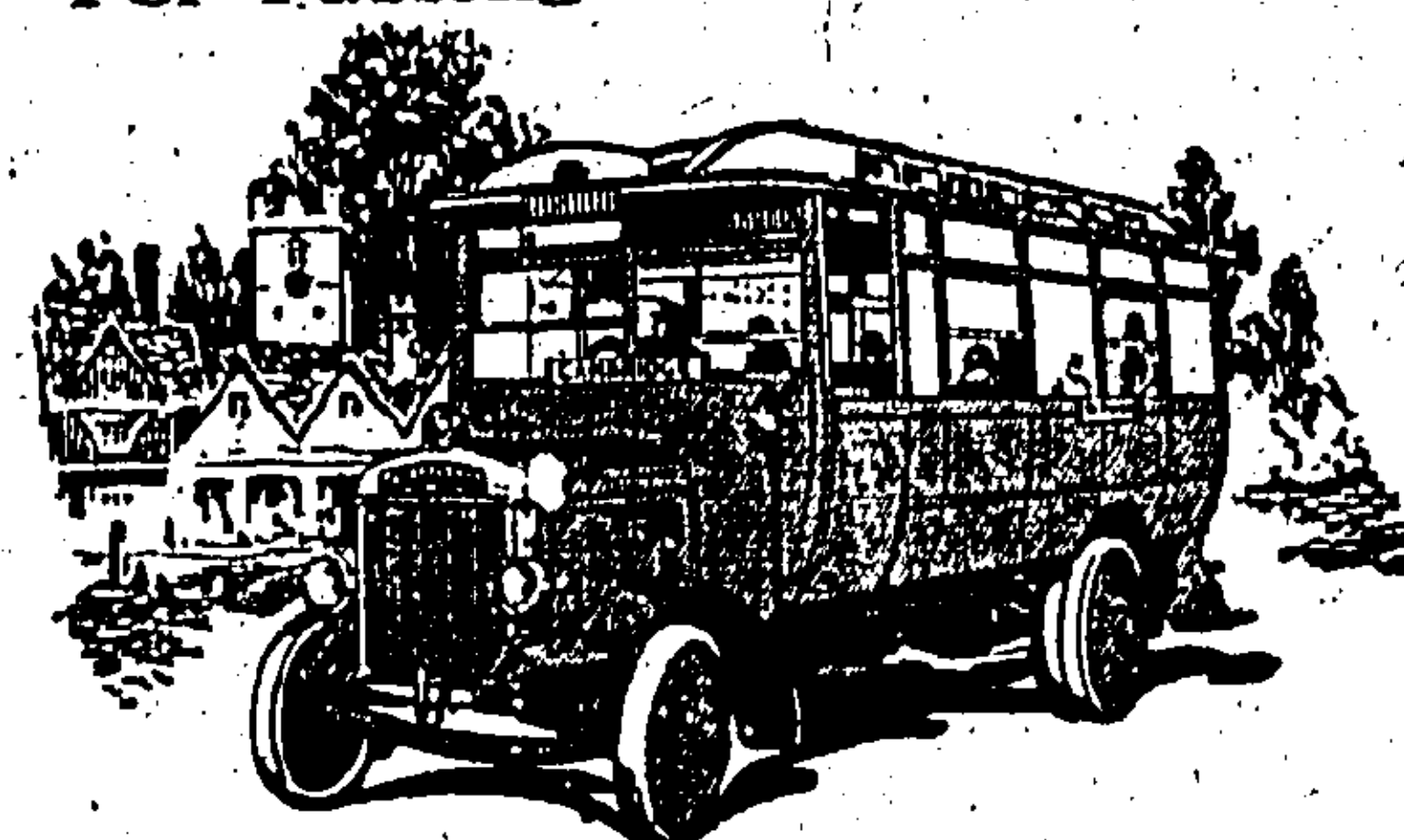
The gasoline or other substance did, however, get into the inside of each individual thread or cord, says *Automobile Topics*, with the result that the finished product was a piece of cotton fabric, devitalized by the liquid, but having a sort of rubber film on the outside. In a large number of instances the fabric was really of less value to the finished tyre after this process than before the rubberization was attempted.

The new web cord process is one of the new revolutionary discoveries announced by the United States Rubber Company. The company brings rubber in its original liquid form from its great plantations in Sumatra, transporting it to America in the tanks of ships, and then distributing it to the tyre factories in railroad tank cars. Under the web cord process, each cord is treated with a liquid rubber and becomes literally saturated with rubber. Microscopic examination shows that the tiny filaments of cotton in the heart of each cord are thoroughly rubberized. In addition each cord is covered with a coating of the pure rubber, giving complete assurance against friction with the other cords against which it rests in the carcass of the tyre. Web cord represents so long a step forward in cord tyre manufacture as to constitute one of the most important developments in the entire history of tyre manufacture. It accomplishes what every tyre engineer has been struggling to attain for years—the immunization of each cord from frictional contact with the other cords in the tyre.

THORNYCROFT

COMMERCIAL VEHICLES

A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



TRUCKS

FOR HAULAGE

FROM

2 TO 6 TONS

BUSES

SPECIALLY DESIGNED FOR THE COLONY.

BRITISH BUS FOR BRITISH COLONY

TRUST A THORNYCROFT WITH YOUR TRANSPORT

SERVICE and ECONOMY

SPARE PARTS CARRIED IN STOCK

SPECIFICATION and PRICES

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THE HONGKONG & SHANGHAI HOTELS LTD.

THE CADILLAC.

AN INTERESTING ANNIVERSARY.

March 5th, was the 26th anniversary of the birth of Antoine Laumet de la Mothe Cadillac; one of that group of early French explorers and colonisers who stand out as prominent figures in American history. Cadillac was the founder of the city of Detroit, commander of Mackinac, and for a number of years Governor of the territory of Louisiana. His brilliant achievements, his resourcefulness, determination and vigour place his career on a level with those of Jacques Cartier, Champlain, Frontenac, La Salle, Marquette and Joliet.

Detroit was a more trading post when Cadillac drove the first posts for the fort at Detroit in 1701. It was a strategic point, well chosen, and required defence against both Indians and hostile European forces. Prior to this time, the restless French nobleman had come into possession of a 20,000-acre tract of land in Maine, and an island off the coast. He had explored much of the eastern part of the continent from Quebec to the Gulf of Mexico. He had taken part in a naval expedition sent out from France against the Atlantic coast.

For nine years following 1701 he successfully held Fort Pontchartrain at Detroit against hostile forces from without and treason from within. He was then made Governor of Louisiana, and in later years Governor of the province of Castelsarrasin in France.

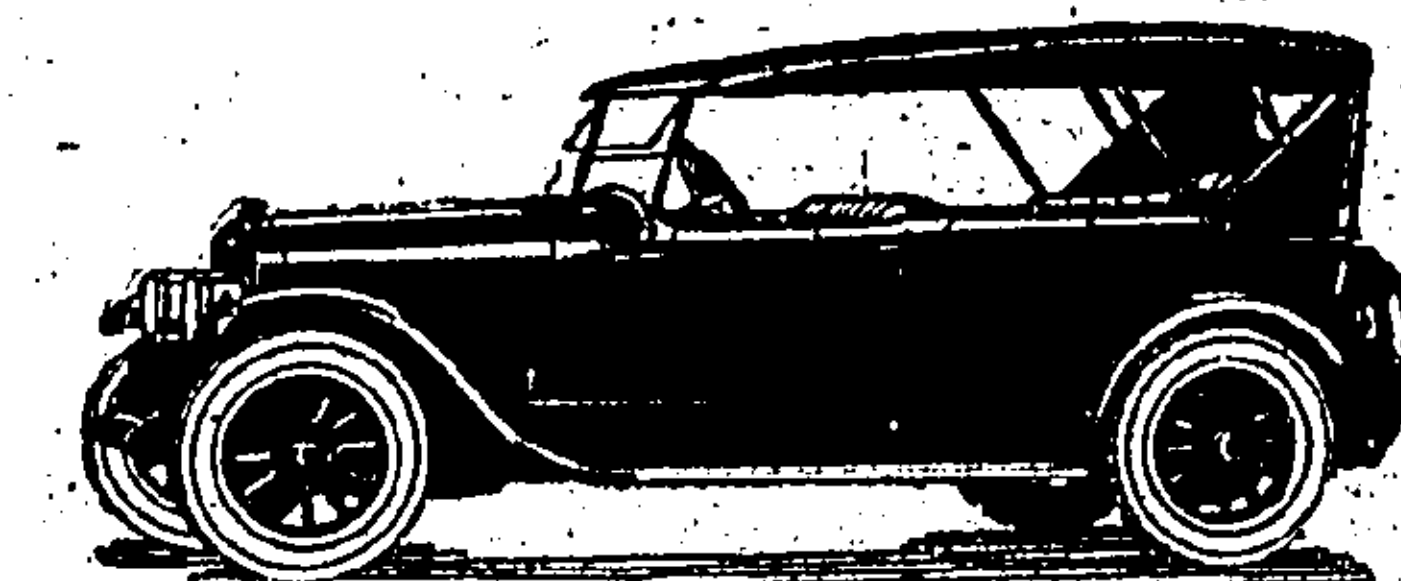
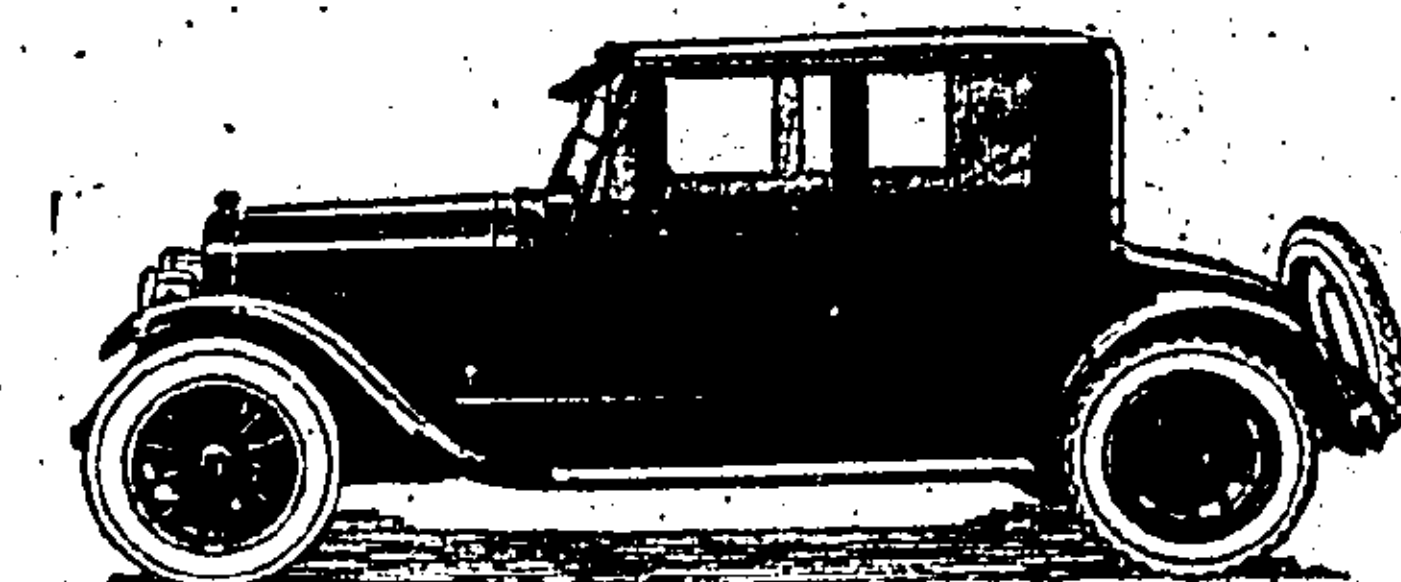
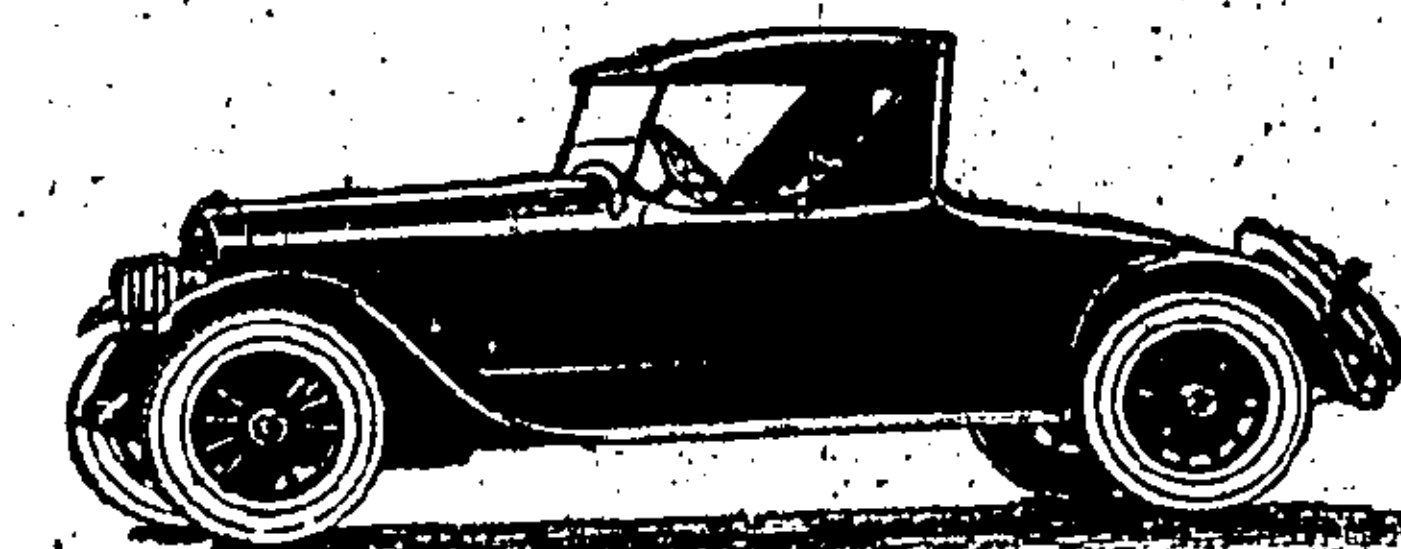
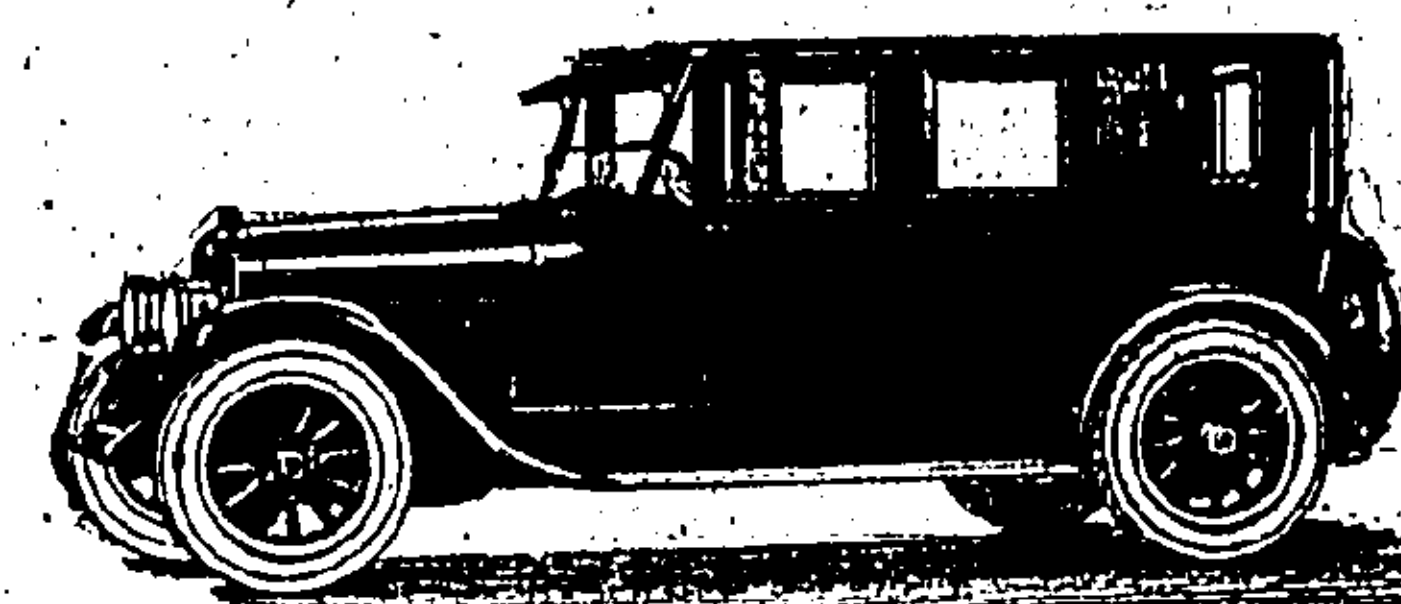
Throughout the organisation of the Cadillac Motor Car Company, which has adopted the name and coat-of-arms of the rugged French pioneer and coloniser, his birthday is suitably commemorated each year.

At a meeting of the Sporting Commission of the Automobile Club of France it has been decided that the French Motor cycle Grand Prix, will be held on July 30. A total of 10,000 francs will be offered in cash prizes, it being left to the organisers to determine how this amount will be distributed. The official distance of the circuit is given as 14.3 miles.

gin liquid rubber and becomes literally saturated with rubber. Microscopic examination shows that the tiny filaments of cotton in the heart of each cord are thoroughly rubberized. In addition each cord is covered with a coating of the pure rubber, giving complete assurance against friction with the other cords against which it rests in the carcass of the tyre. Web cord represents so long a step forward in cord tyre manufacture as to constitute one of the most important developments in the entire history of tyre manufacture. It accomplishes what every tyre engineer has been struggling to attain for years—the immunization of each cord from frictional contact with the other cords in the tyre.

LINCOLN

Best in the World



For Price Apply---

ANDREW HARPER,

Authorised Ford Dealer,

No. 2, Queen's Road, Central.

P. M. HODGSON, Esq.,

Hon. Secretary, Hongkong Automobile Association, Union Building, Hongkong.

Being desirous of becoming a member of the Hongkong Automobile Association, I will thank you to forward me Membership Form for the Motor Car Section.

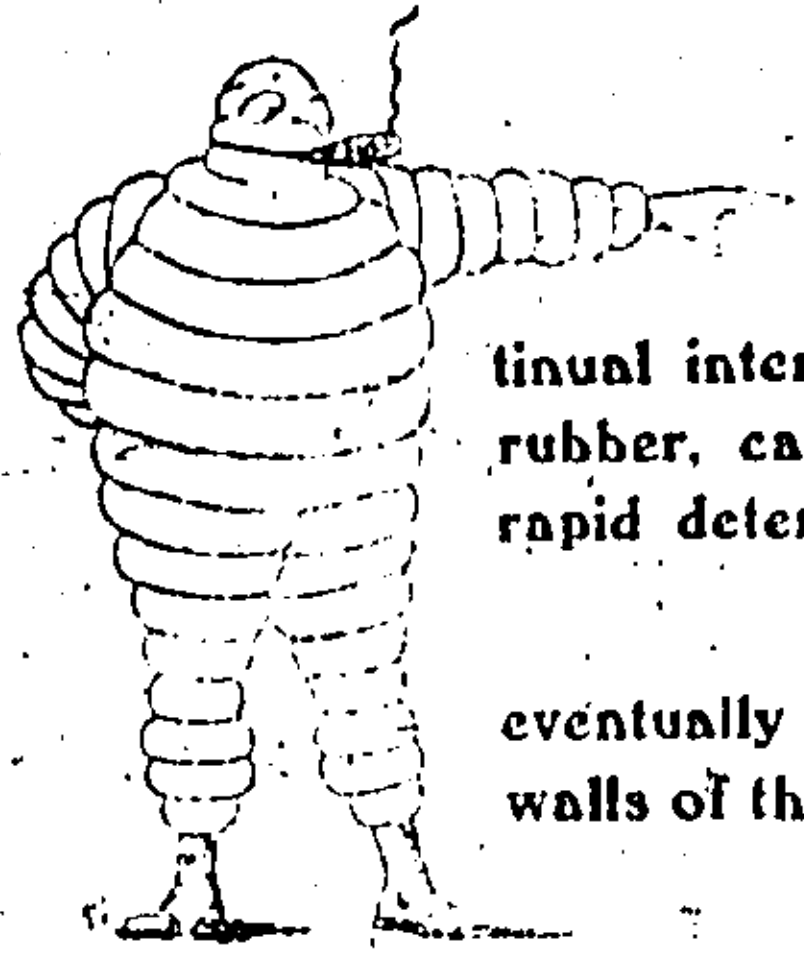
Name

Address

(*) Strike out Section not desired.

HOW TO GET GOOD SERVICE FROM

MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:

The Earl of Haddington M. C.
The Earl of Bective.
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart, G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Wintarscale, D.S.O.
Capt. L. F. Sloane Stanley.
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Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

Her Grace the Duchess of Marlborough.
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The Lady Joan Wentworth Fitzwilliam.
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100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

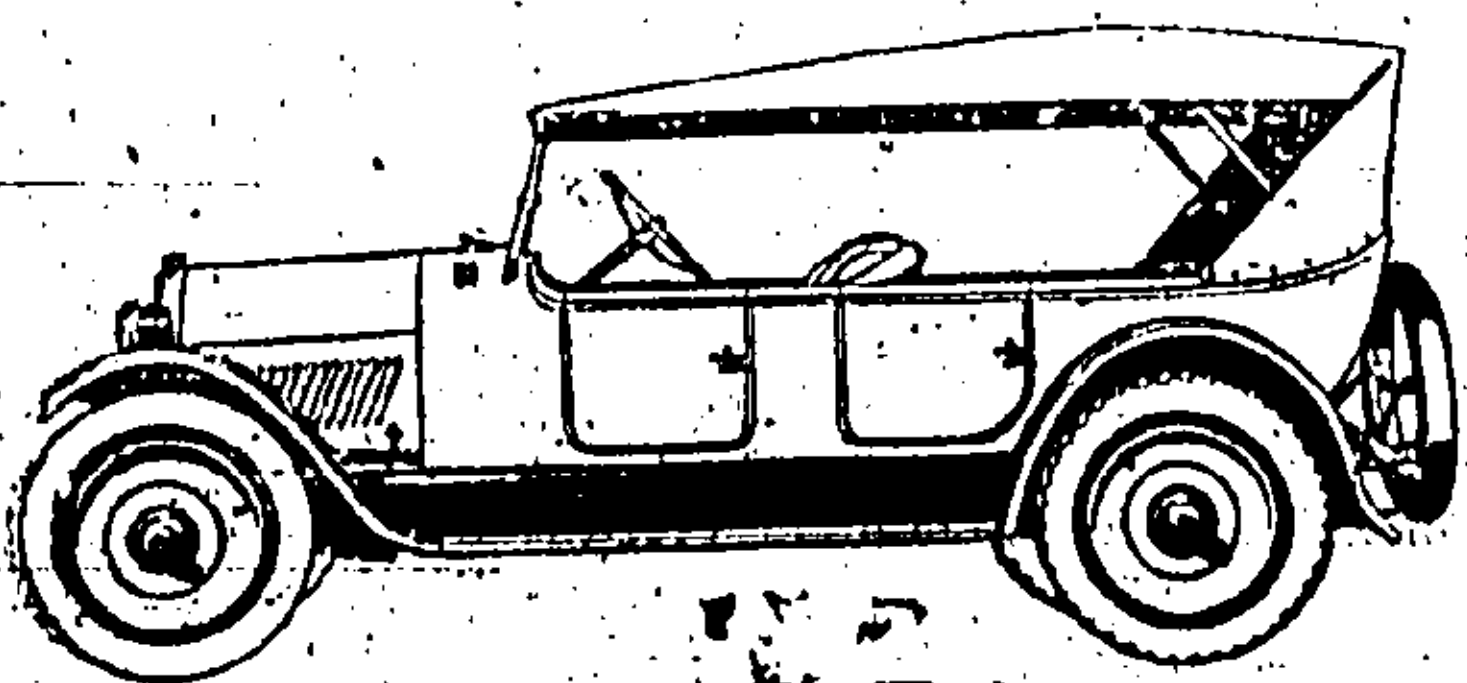
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The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price heretofore unknown in its class. It offers you a buying opportunity that you cannot afford to overlook.

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Telephone Central 2461.
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Governors are used on trucks and busses to prevent overspeeding of the engine or of the vehicle itself. Their use is made necessary in most instances because the drivers of these vehicles are usually expected to work to a schedule, and in case of a delay of any kind which might appear to the discredit of the driver is a temptation for him to make up the lost time by overspeeding.

HAND THROTTLE IS AID.

Drivers who have the unfortunate habit of stepping on the accelerator before remembering that it is the foot brake they should be exercising, would find their traffic driving less hazardous by keeping their feet ready for the clutch and brake, and feeding gas with the hand throttle. To prevent racing of the engine when throwing out the clutch it is only necessary to attach a strong spring to the gas throttle so that it will return to closed position as soon as it is released.

JUDGING SPEED AND DISTANCE.

Important Factors in Driving.

How are you to learn the art of judging distances and speeds on a motor-car? asks Capt. E. de Normanville in the *Daily Chronicle*. And how can one best acquire a knowledge of the way in which the co-speed varies the distances?

Once again the best answer of all is careful observation during practical road experience. But there are certain factors which should be recognized by all drivers which have an important bearing on the problem. One of these relates to braking efficiency.

A SILLY PHRASE.

You often hear people say, "Oh! I pulled up in the length of the car." Get that right out of your mind. It's a silly mis-statement, and can only be substantiated when running at abnormally slow speeds.

A car with good brakes in thoroughly efficient condition and operating on a dry road with good tyres can be stopped about at follows:—At 10 m.p.h., in 10ft.; at 15 m.p.h., in 22ft.; at 20 m.p.h., in 38ft.; at 25 m.p.h., in 60ft.; at 30 m.p.h., in 85ft.; at 35 m.p.h., in 120ft.; at 40 m.p.h., in 150ft.; and at 50 m.p.h., in about 240ft.

In that statement I have assumed everything to be in good order—brakes, road surface, tyre treads, and weight distribution. The figures are based on dull technical facts—co-efficients of friction, and so on—about which you do not want to bother.

But I would ask you to bother to the extent of proving to your own satisfaction that you cannot beat them in practice. So first of all forget all about that silly phrase, "I stopped in my own length." It only applies at 10 m.p.h.—and that is a very rare speed—or lack of speed.

HOW TO LEARN.

In tight corners, where accurate judgment of car speed and distances is so important, you usually have three choices. You must get out of the danger by braking; by acceleration; or

by steering combined with one or other of the two.

The most frequently used is braking. It would be dangerous for me to preach that acceleration is often safer, but that is unquestionably the fact.

But most motorists more readily acquire safety from braking. And this is the way to improve your knowledge of the distances and speeds at which braking is effective.

When I am giving lessons on this point, I employ a large rag doll as big as a small child. It gives realism to the pupil—but anything else will do.

Select a quiet stretch of straight road. Use a telegraph pole, or anything else, as a mark at the side of the road. Place the doll at such a distance from that mark as corresponds with the table of stopping distances and car speeds given.

Now approach that mark at a steady 30 m.p.h., and at the precise moment you pass it get busy with your brakes. You will find you have a fairly busy time stopping.

Your next lesson is even more helpful. You must have a passenger in the car, and he alone must know the roadside mark. The driver must be unacquainted with it.

As the car passes the selected mark the passenger must shout "Now!" You will probably find that you run down "the child," and do not stop until 26 feet or more beyond it.

Why? Because you have not learnt how to turn mental knowledge into physical action without losing a valuable fraction of a second. If you waste one second you will go 45 feet too far.

NON-SKID POINTERS.

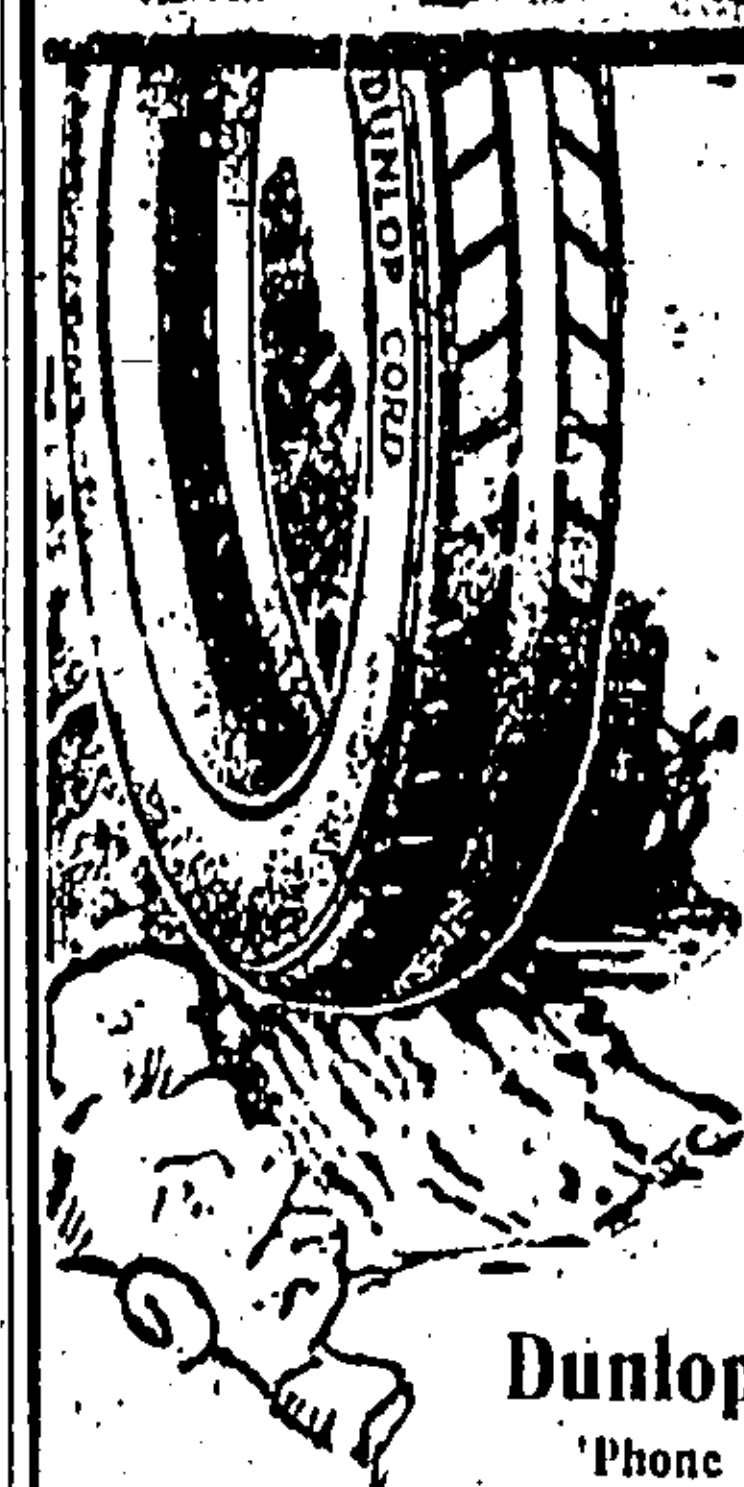
Front wheel skids come chiefly from rounding a corner or curve at so high speed that the front wheels lose their traction. To overcome this, apply the brakes gently, which will drag the rear wheels and give the front wheels a chance to take hold.

When adjusting brakes it is well to remember that the smallest amount of clearance which still fails to cause binding under any running condition is the best; usually 1.32 of an inch is sufficient, says the *Automobile Digest*. The method of determining the proper clearance depends upon the arrangement of the brake linkage. On some cars, brakes which are given sufficient clearance when the car is empty, will bind severely even before the full load is carried. On other cars,

PROOF

The fact that practically all the makers of the best English cars fit

DUNLOP CORDS



as standard equipment, is indisputable PROOF of Dunlop superiority. You cannot adopt a safer policy than to take your cue from the people who know, to wit, the Car Manufacturers. Remember too, every Dunlop tyre in the Colony has this important protection behind it, viz., the personal protection of the Manufacturer's own Branch organisation on the spot.

THE

Dunlop Rubber Co. (China), Ltd.

Phone C. 4554.

St. George's Building, HONGKONG.

Cables: Pneumatic, Hongkong.

OBTAINABLE FROM ALL LEADING GARAGES.

As supplied to The Hongkong Government and Public Services.

BRAKE ADJUSTMENT.

Hints on What to Do.

When adjusting brakes it is well to remember that the smallest amount of clearance which still fails to cause binding under any running condition is the best; usually 1.32 of an inch is sufficient, says the *Automobile Digest*. The method of determining the proper clearance depends upon the arrangement of the brake linkage. On some cars, brakes which are given sufficient clearance when the car is empty, will bind severely even before the full load is carried. On other cars,

the opposite condition prevails, the brake clearance increasing with an increase in weight of the load. On some cars, the brake may have sufficient clearance carrying the full load on a smooth road, but on an uneven road the up and down motion of the body may cause an alternate binding and releasing of the brakes. A practice which should be avoided is adjusting the brakes while the rear of the car is not in its general running position. This condition is especially bad should one side of the car be jacked up higher than the other. The best method is to adjust the brake on the road, with the car running under the most severe operating conditions which may be encountered.

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Relating to
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25 WORDS—

50 cents for 1 insertion

PLEASE STIPULATE

"MOTOR SUPPLEMENT"

ACE motor-cycle and side car 1922 model, only done 5,000 miles. What offers. Box No 1095 Hongkong Telegraph.

STUDEBAKER Light Six, 5 passenger car in first class order. Bargain to immediate purchaser. Apply Box No. 1097 Hongkong Telegraph.

DOUGLAS 21 h.p. motor-cycle. Bargain at \$250. Apply Box No. 1098 Hongkong Telegraph.

1924 CLEVELAND motor-cycle. Has only been used by us for demonstrating purposes. Apply Motor Cycle Exchange, Kowloon.

STUDEBAKER seven passenger "Big Six" Owner leaving the Colony. Excellent condition. Apply Box No. 1096 Hongkong Telegraph.

ACE motor-cycle, fully electrically equipped, pillion (tandem) seat, 1922 model \$500. Enquiries to Box No. 1099 Hongkong Telegraph.

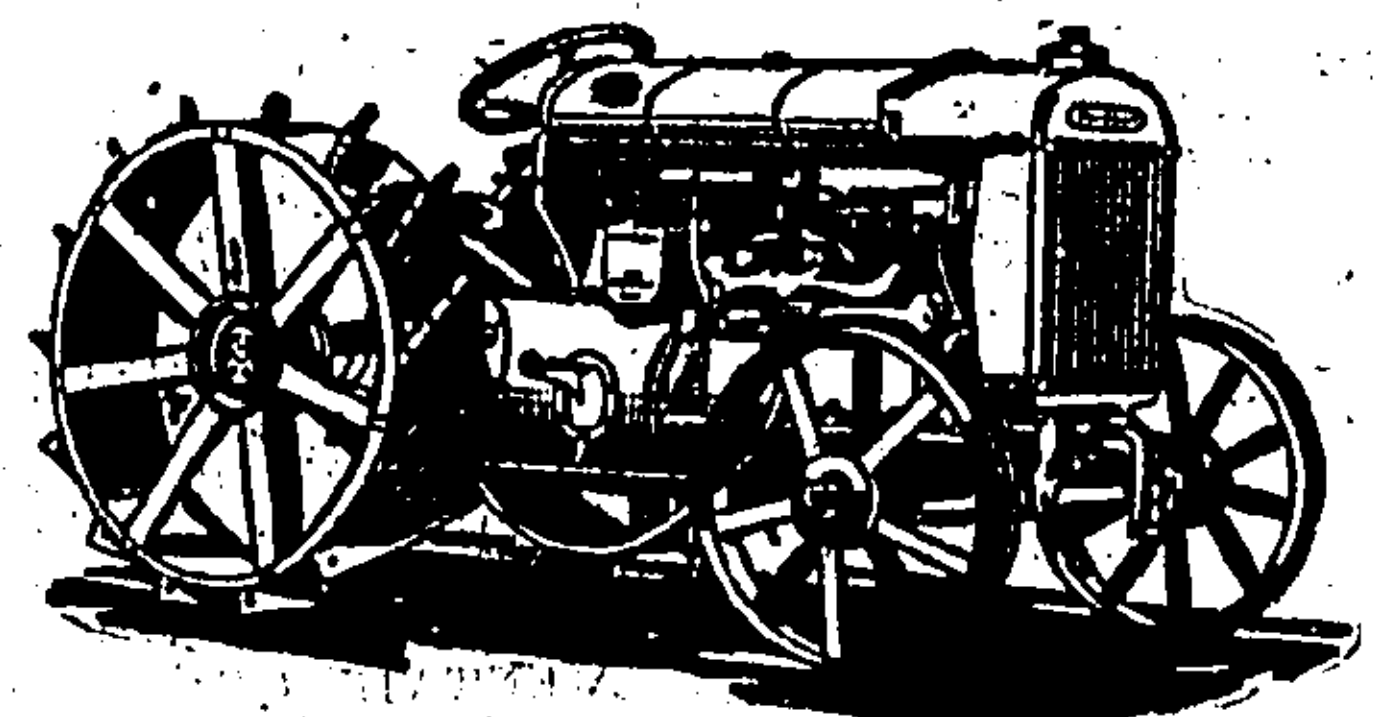
CADILLAC 5-passenger touring car, sports model, in good running order. \$1,600. Please apply to Box No. 1100 Hongkong Telegraph.

CHANDLER touring car seven passenger, equipped with 5 cord tyres, engine recently overhauled, in excellent condition. Bargain! \$1,600. Box No. 1101 Hongkong Telegraph.

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THE UNIVERSAL TRACTOR

This machine will saw your timber or your kindling wood, or pull your Road Roller



Just the thing for rolling Jockey Club Grounds or Golf courses.

See other page showing Greyhound Sawmill cutting 18 by 18 inch timbers and operated by a Fordson - Tractor. Demonstration Free.

ANDREW HARPER

Authorised Ford Dealer.

No. 2, Queen's Road Central.

NOTICE.

COLONIAL HAIR-DRESSING
SA'LOON

13, Ice House Street

High Class Barbers-Sanitary
& up-to-date Saloon
Filipino and Japanese
barbers.

Popular Prices.

WE have just received a
special shipment of—

LADIES & GENTLEMEN'S

SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold English Hall-
marked.

Inspection Invited.

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Ming Yuen Studios.

Undertake all kinds of high
class Photographs.

At home work and wedding
groups a speciality.

Call and see Specimens in our
Studios (top floor 14
Beaconsfield Acade).

Only experienced men em-
ployed.

BRANDING FOR
CRUELTY?Peer's Plan in Certain
Cases.

Lord Lambourne (formerly
Colonel Lockwood, M.P.), sug-
gested a drastic remedy during a
debate in the House of Lords,
the other day.

Lord Goroll had asked the Gov-
ernment to amend the law with
respect to cruelty to children,
and complained of inadequate
penalties.

Lord Lambourne said men
guilty of these hideous crimes
should be indelibly marked so
that they should be known every-
where by their fellow-men.

He hoped a Bill providing for
corporal punishment for such
offences would be introduced and
passed.

Earl De La Warr said the
Government was not aware that
the present penalties were in-
sufficient, but any evidence
brought before their notice would
be considered.

Lord Buckmaster was opposed
to corporal punishment as brutali-
zing and degrading. Viscount
Cecil thought flogging was ap-
propriate to certain classes of
offence, but it should be used
with the greatest care.

The Lord Chancellor said he
would give the matter his con-
sideration. But the real remedy
in cases of this kind lay in the
awakening of the public con-
science.

THE NEW VICEROY.

The diplomatic correspondent
of the Daily Telegraph says that
there is a strong sub-
terranean policy being car-
ried on in Labour circles
backed by Oriental democrats as
well as western circles not en-
tirely democratic on behalf of
the elevation of Mr. Edwin Mon-
tagu to the Viceroyalty when
Earl Reading retires. It is as-
sumed rightly or wrongly that
Mr. Montagu favours the idea
of a round table conference.

NOTICE.

HONGKONG ENGINEERING
AND
CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE is hereby given that
that the Second Ordinary
Yearly Meeting of Shareholders
of the Hongkong Engineering &
Construction Company Limited,
will be held in the Offices of
Messrs. Shewan, Tomes & Co.,
St. George's Building, Chater
Road, Hongkong, on Thursday
the 10th. day of April 1924, at
12.00 noon for the purpose of
receiving the Report of the Board
of Directors and a Statement of
Accounts for the Half-year ended
on the 31st. December 1923, and
of electing Directors and Auditors.
The Transfer Books of the
Company will be closed from the
4th. to the 10th. April, both days
inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.
Hongkong, 27th. March, 1924.

C. E. WARREN & CO., LTD

Sanitary Engineers,
Monumentalists, etc.

Offices &
Godowns. } 98A, Wanchai Road,
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All kinds of Builders Requisites in Stock.

Soil & Vent Pipes, Rainwater Pipes.

Floor & Wall Tiles Baths, Basins, bath
Room Fittings, Water Heaters for Gas
Oil or Coal Fuel. Also a Few Chip
Heaters.

Open & Closed Grates-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY
INSTALLATIONS—HOT WATER
SYSTEMS, &c.

General Repairs Promptly Attended to
Specialists in Monumental Work-Cut in
Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian
Marble Floor Tiles-Prices on Applica-
tion.

A Large stock of Artificial Wreaths in
all Sizes.

NOTICE.

NOTICE IS HEREBY GIVEN
that FRANK RONALD
SMYTH has as from the First
day of April One thousand nine
hundred and Twenty four, been
admitted as a partner in the firm
of Vernon and Smyth carrying
on business as sharebrokers at
4A, Des Voeux Road Central
Victoria in the Colony of Hong-
kong and that the firm of which
he partners now are ROBERT
THOMAS MATHESON and
FRANK RONALD SMYTH
will continue to carry on
business as heretofore under the
style of "Vernon & Smyth".
Dated the 1st day of April
1924.

VERNON & SMYTH,
4A, Des Voeux Road Central,
Victoria, Hongkong.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for Molli, Kobo, Osaka and Yokohama.
KUT	4th April, d'light	7th April.

For Freight and Passage apply to

Butterfield & Swire.

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Telephone Central No. 36.

Agents.

CLARK'S REDUCING BATH SALTS
FOR STOUT PEOPLE

The action of these salts in reducing excess of fat or
adipose tissue is marvellous.
To be obtained from—

THE COLONIAL DISPENSARY.

14, Queen's Road,

Telephone 1877

The Key of Life
BOVO-LACTIN
CHOCOLATE.

By reason of its tonic and stimulating properties
CHOCOLATE has been selected as one of the
"vehicles" in which to administer BOVO-LACTIN.
BOVO-LACTIN consists essentially of animal protein,
haemoglobin and milk solids in a most easily assimilated
and concentrated form. It necessarily follows that in
BOVO-LACTIN CHOCOLATE we have a beverage
possessing energising powers of an exceptionally high
degree. IT IS INVALUABLE in all debilitated con-
ditions caused in the healthy by prolonged fatigue or in
the sick by disease.

IT IS SPECIALLY INDICATED for all children over one year.

OTHER PREPARATIONS OF BOVO-LACTIN:—

INVALID Bovo-Lactin. The food par excellence in acute
illness. Can be retained when all
else fails.

Bovo-Lactin ESSENCE. The food for anemic children and
adults.

Supplied by—

Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary,
Colonial Dispensary, The Pharmacy, The China
Dispensary, The Kowloon Dispensary.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.

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SHIPBUILDERS.

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OXY-ACETYLENE AND

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MECHANICAL AND

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ENGINEERS.

THE TAKOODOCK YARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED,

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET.

DEPTH ON CENTRE OF

SHLL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

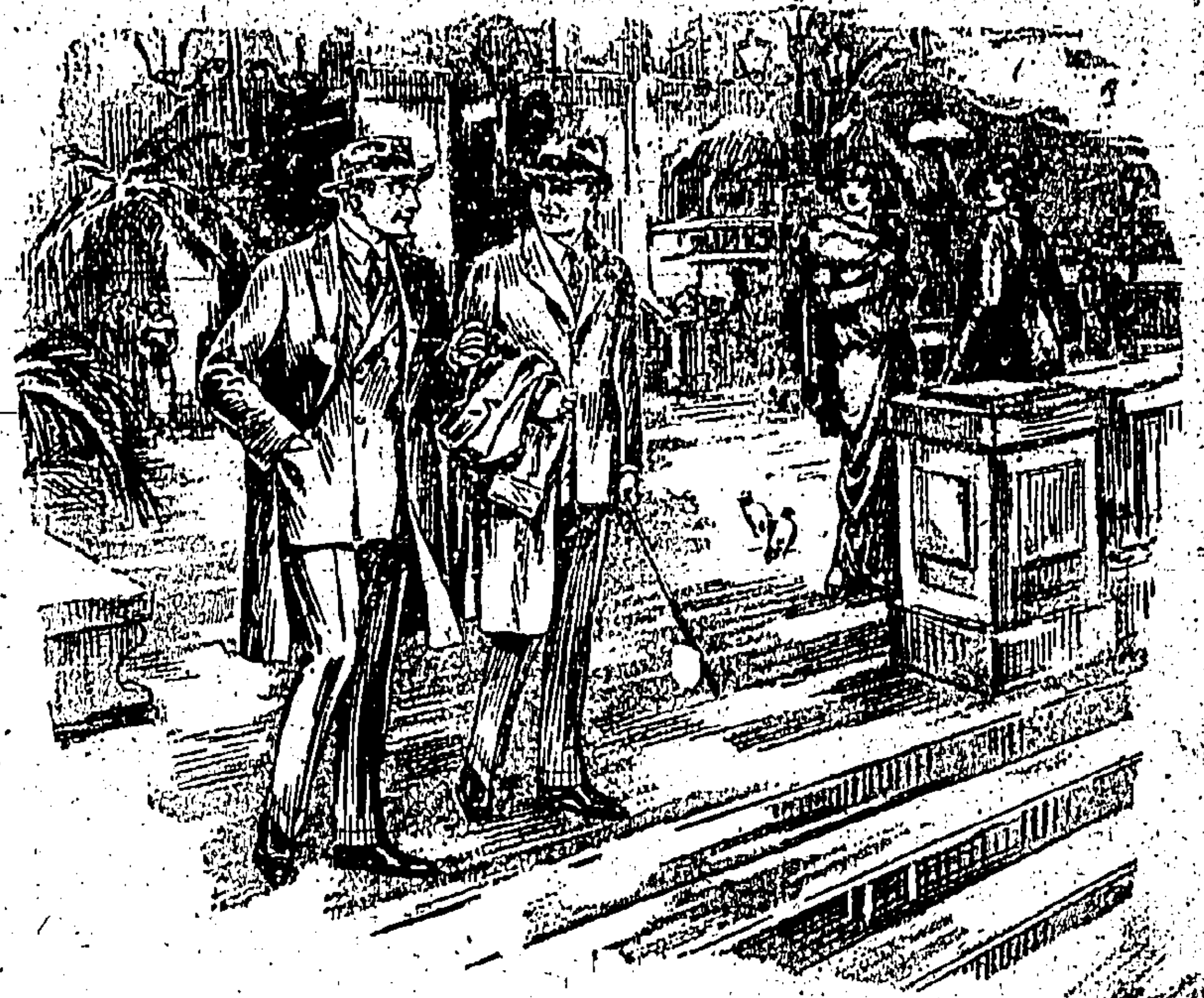
ELECTRIC CRANE AT SEA WALL CAPABLE OF
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IN every branch of industry there is a PINNACLE—something
that stands out alone. This is the height we endeavour
to reach in the execution of all orders placed with us, no matter
how small—whether for a single garment or a whole suit, we
aim at PERFECTION.

New
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Suitings.

The NEW SEASON'S supplies of SPRING and
SUMMER MATERIALS comprise some very SMART
and EXCLUSIVE DESIGNS in CASHMERE and
WORSTED SUITINGS, ALPACCAS, "VIYELLA"
and other FLANNELS, MERCERISED COTTON
SUITINGS, DRILLS, LINENS etc., the products of
the leading English and Scottish Manufacturers.

All washing materials have been most carefully
and thoroughly shrunk, ensuring satisfaction
in wear.

We shall be pleased to show you the new
ranges or to send patterns on approval.

WM. POWELL, LTD.

GENTLEMEN'S TAILORS and BREECHES MAKER'S

HONGKONG HOTEL BUILDINGS—PEDDER STREET.

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WHISKY
THE OLD FAVOURITE.
SUPERFINE QUALITY
GENUINE AGE
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PERFECT BLENDING
Matured and bottled
in
SCOTLAND
A. S. WATSON & CO., LTD.
WINE & SPIRIT MERCHANTS.
ESTABLISHED 1841.


NEW
"VICTOR"
RECORDS
TO-DAY
S. MOUTRIE & CO.
Sole Distributors.

Interesting & Competitive
Prices in
RAINCOATS.

"BURBERRY"
60.00 AND 70.00

"BURBERRY"
SILK LINED 100.00

"AQUATITE"
52.00

"AQUASCUTUM"
56.00

"LEDUX"
DOUBLE BREASTED 45.00

The AIRYLIGHT
WEIGHT 16oz. 22.00

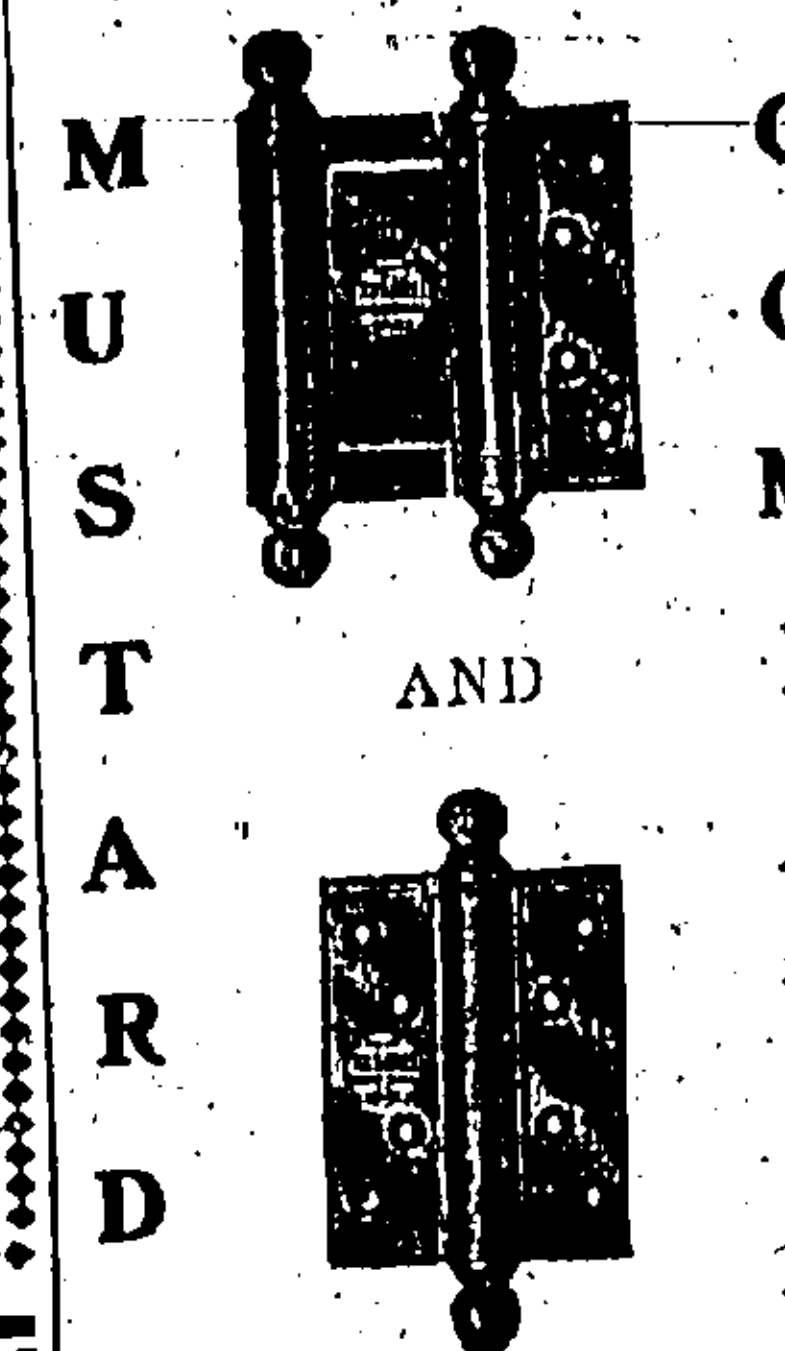
LANE, CRAWFORD, LTD.



These Raincoats are made for the Tropics, being very Light Weight Thoroughly Ventilated and Rain-proof.

Every Coat London Cut and Tailored Sizes from 34" to 44" and Lengths Accordingly.

CHICAGO
SPRING HINGES
DISTRIBUTORS.



17, Connaught Road, Central,
Tel. Central 1186.

BIRTH.
HILLS.—On the 5th inst., Wife of H. S. Hills of 29, The Peak, a son.

The Telegraph.

HONGKONG, 5th April, 1924.

CHANGING HONGKONG.

The striking building of which we yesterday published a sketch, showing what the proposed Empress Hotel will look like, serves to illustrate the manner in which the city of Victoria is gradually having added to it a series of really fine business structures befitting a commercial centre such as Hongkong. Situated on the waterfront, it will be a most imposing landmark. It will, however, be only one of many other fine buildings contemplated or in course of construction. Visitors to our shores have always been impressed by our big blocks of offices, whilst those who know Hongkong in other times and have recently returned to it have been astounded at the progress which has been made in the erection of new and imposing structures during the past year or two. A big change is being made in the appearance of Pedder Street and Queen's Road by the new A.P.C. building and the extensive block which has arisen on the site of the Old Post Office. Then we have the new P. and O. offices getting well forward towards completion; the new Bank of China building; the extension made to the premises of the Hongkong and Shanghai Bank; the new Bank of Canton building which is going up close at hand; the proposed Hongkong Realty Company's fine new block; the substantial premises known as Stephens' Building, on the site of the old Victoria Theatre; the new Government offices which are being erected near the Central Market; and numbers of other blocks of a modern type which are springing into being here and there. More schemes are in the air, so that by degrees the main business centre of the city is being completely rebuilt, skyscrapers taking the place of less commanding buildings which have done duty for many a long year.

These are, outward and tangible signs of a healthy state of affairs, and they show that the Colony is forging steadily ahead. When the military lands on Queen's Road are available for commercial purposes, we have no doubt that further additions will be made to our big commercial buildings. We notice

that Shanghai is considering the idea of a big skyscraper garage, with lifts, in order to relieve congestion by the parking of cars on the streets. In course of time, Hongkong may even come to that; but not yet awhile, for no doubt ample provision for some years ahead will be made for the storing of cars as necessity demands. There can be no doubt, however, that by degrees many of our old business blocks will be pulled down to make way for others of a more modern and roomy character.

The Calendar.

Easter is fairly late this year, and consideration of a movable festival like this brings us back to the old question of whether our calendar cannot be reformed, with advantage to all concerned. The calendar we follow to-day is still something of a makeshift, and in these commercial times a cut and dried almanack is very desirable. We can be thankful at least that we have a fixed New Year's Day, and if any proof be required of what trouble a changing New Year would mean, there is the Chinese example before us. It is bad enough to have an odd day every four years, inasmuch as it requires special calculation; but otherwise our ordinary division of the year is a workable one. When we come to movable feasts, however, it is a matter for surprise that anomalies should be suffered to exist. With Easter a recognised holiday, business interests are closely concerned in the intervention in their routine which it causes. Good Friday is as much a holiday as Christmas Day—and we find the latter fixed whilst the former is not. With due respect to the Church, we would point out that the one is an apparent date for celebration of the birth of Christ, whilst the latter marks our mourning of His death. If one date be fixed—as it was for convenience—then why not the other also? All the remaining festivals that are calculated from Easter Day would similarly become fixed, and we venture to think, would do much to eliminate some of the bothersome aspects of Christendom's partition of the calendar. When the last drastic changes were made, in the eighteenth century, the public (despite some disapproval at first) speedily came to realise their advantage. In these far more enlightened days the need for further reform must be clear to everybody who has given the matter due thought.

Death Penalties.

With the revived discussion in (and out of) Parliament of the death penalty in the Services, one can the more readily examine the subject of capital punishment as an institution of the law of civilised countries. There will always be advocates of the capital sentence, but we think modern thought is beginning to realise more and more that justice need not at all times be remorseless; and at best a life for a life is a brutal survival of the most form of the old Mosaic law. It is indeed unfortunate that in some countries the fear of death—and we see it in China—is the only deterrent to certain classes of criminals; yet humanity demands that we look at things to-day from a different angle than that favoured even by our grandfathers. Little more than a century ago they burned "witches" at the stake in Britain; up to a later date they hanged miserable pickpockets; and the death penalty for sheep-stealing is a matter still within the memory of the very old generation of our day. Now we only have capital punishment for murder; and sometimes, in the words of the period, "hanging is too good" for the callous monsters of whom one occasionally hears. Yet even in their case, modern science indicates that they might not be wholly responsible—nevertheless a diseased mind of such danger is best out of way. What we should like to see, however, is the death penalty so hedged about with restrictions as to be pronounceable only on special occasions. Who, for instance, would place a man who kills his wife's seducer in a moment of passion, or even a surviving party to a suicide pact, on a par with the fiend who butchers a defenceless old woman for her few shillings? Public opinion on the subject can be gauged by the favourable reception of unwritten law pleas, during the past few years especially. We live in an age where there is an increasing desire to see justice tempered with mercy.

DAY BY DAY.

CONCENTRATION, INSPIRATION AND APPLICATION, DAMPENED A LITTLE WITH PEERLESSION, WILL HELP YOU REACH YOUR DESTINATION.

Mr. F. Mahon, the Cathedral organist, is arranging a recital of appropriate music for Good Friday.

Mr. D. E. G. Nicholson has been appointed Hon. Treasurer for the Peak Church in succession to Mr. P. Jacks.

Tenders are being invited for the extension of pump pit to accommodate additional pumping plant at Taitan Pumping Station.

Dr. Sun Yat-sen has appointed Lo Yi-chi as Chief Justice of the Supreme Court and Chief of the Judicial Administration concurrently.

Mr. A. G. W. Tickle and Mr. H. J. Pearce have been appointed to act on behalf of the Building Authority in connection with dangerous buildings.

Five mistresses of junks were each fined \$2 by the Harbour Master this morning for obstructing the Eastern Fairway, Yaumati Bay, yesterday.

The master of the Cunarder Samaria which arrived in port this morning reports the death during the voyage of two male passengers from dysentery.

Squadron Leader C. F. Gordon, O.B.E., M.C., D.F.C., R.A.F., proceeded on six months leave of absence to the United Kingdom, by the Empress of Russia.

The meeting to form the proposed Hongkong Forfarshire Association is to be held on Monday, the 14th inst., instead of Friday, the 11th inst., as previously advertised.

The road commencing at the Pokfulam Road, passing through the Dairy Farm property, crossing Victoria Road and continuing on as far as R.B.L. 160 is to be known as Sassoon Road.

Command Orders notify that Assistant Commissary and Lieut. A. W. E. Davidson, I.A.S.C., on retirement from the service with effect from 1st April, is struck off the strength of Command.

It is notified that, at the expiration of three months, the Metropole Trading Company, Limited will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

His Excellency the Governor has, in accordance with instructions received from the Secretary of State for the Colonies, been pleased to recognise Mr. Maurice Walk as a Vice-Consul for the United States of America in Hongkong.

Under the Sale of Food and Drugs Ordinance, during the first quarter of the year there were examined four samples of fresh milk, two of condensed milk, two of coffee and one each of sterilised milk-ham and green peas. All were genuine save the sample of sterilised milk.

The Colony has its last chance this evening of seeing a picture which many people here consider as the most delightful that has ever come to Hongkong—namely, "Potash and Perlmutter." This admirable comedy, with the original stage actors playing the leading parts, will be shown at the Star Theatre to-night, after which it will not appear here again.

According to official communiqué received from the Headquarters of the Forces in Shantung issued on Wednesday evening, General Chan King-ming is withdrawing his forces from the East River district to Southern Fukien to prevent General Chang Chi-ping's Fukien forces from marching into the Chagchow and Meishan districts.

Mr. and Mrs. A. M. Bowes Smith are passing through on the P. and O. Khyber. Mr. Bowes Smith has resigned his position with Messrs. David Sassoon and Co. and is later returning to Hongkong to establish himself as an exchange broker in connection with Mr. J. E. Joseph. Hongkong will be glad to welcome back such a capable musician as Mr. Bowes Smith is.

Bulls and Inners

From the Office Butts.

The idea of our Government Analyst testing poisons, on him self is not to be commended. One of those days something will happen and a source of good newspaper "copy" go west.

Baldos, the theory is likely to spread. One of those days we shall have our Colonial Secretary living in a cubicle in order to obtain first-hand information.

Yes, it doesn't always follow in order to pose as an authority on anything that personal experience is necessary.

For instance, we need not be able to lay an egg in order to know a bad one when we meet it.

The pain of sore head whisky isn't made any easier by reflecting on its cost.

The Hongkong Golf Club has issued a notice regarding "attached" ladies. The mischief is that many of those are not quite so attached as they might be.

On the other hand, quite a number are more than they ought to be.

Despite his sixty years' residence in the Colony, Hongkong's "G.O.M." still goes on. Morally.

The Traffic Superintendent of the Tramway Company can, on retirement after twenty years' service, be said to have run a good course.

Motor Note: Closed autos in Hongkong are becoming as popular as closed mouths, especially for moonlight rides.

Now that we are taking off our underwear, the times aren't so ticklish.

These Cooke Street tenants kept the district in hot water for a few days.

It is rumoured that a new local revue will be "The March Past" by the Lee House Street battalion.

What we are out for is share quotations at a fixed figure in order to avoid an excess of mathematics in our spare moments.

Time was when Hongkong was chiefly peopled by Scotsmen. Nowadays the lawyers seem to be getting the upper hand. Of the two evils, it is hard to choose.

If Canton doesn't watch out it will be full of brothers without brotherliness.

"Piracy Nerves" aren't altogether confined to the waterfront.

Some doctors mean well, but they're a long time about it.

In Hongkong the baseball fan and the electric fan generally come back together.

The taxation problem in Canton is about to be solved for the second time this month.

You may not chuckle at this one, but all the same you'll admit that to do so is preferable to worrying.

Hongkong's winter has been described as "springlike" by a visitor. He must have been watching Kowloonites jumping on the Ferry.

The way some of these reporters butt in, they might have an excess of goat glands.

But, on the other hand, they've got to earn their bread and butter.

A Home politician wants an enquiry into the origin of the Great War. If this sort of thing is started, we shall want to know who knitted those socks, who first thought of plum and apple jam, who got the cigarettes, and who won the war.

London twins claim to be the oldest in the world. The man is 36, so that makes his twin sister 60.

Bathing note:—It is better to be well formed than well informed.

They say a red sun is a storm warning. This may account for self is not to be commended. One of those days something will happen and a source of good newspaper "copy" go west.

They keep digging up old eggs and Egyptian kings, but we're wondering how we are going to dig up the price of a topee.

Seems to us that instead of paying good money to watch a couple of boxers, it would pay us better to hire them for piracy prevention.

Just when the tailor finishes your gabardine costume, the hot weather commences.

It seems to us that no matter how expensive it is to live here, it is always worth more.

We are advised, to count twenty-five before thinking of fighting, but some of these boxers who come to Hongkong think of a much higher figure.

You might say that a honpoked man is a man with his nerve in his wife's name.

A test case is generally brought into Court to find out whether there's enough money in it to justify other lawyers in bringing similar cases.

The reason some Hongkong girls are never kissed is because they never keep their mouth shut long enough.

These bands of pirates still keep busy, but nothing is ever done to the jazz fiends down our street.

There's talk of this summer's dresses being shorter. Mosquitoes will be glad to hear it.

Last summer, the skaters were restricted to arms and necks, which provided very poor pickings.

Our idea of an optimist is a cross-eyed man who is thankful he's not bow-legged.

The problem as to where the flies go in winter is about as serious as determining the present whereabouts of those who used to sing about bananas.

The most effective way to argue with your wife is to kiss her.

"No more secret treaties," says Mac. We wonder how wars started in the days before diplomacy was invented.

If some of the people in Kowloon don't improve with their music, we don't see how they're going to manage a harp by and by.

Church bazaars have been described as a means of getting money for nothing. They are frequently a means of getting nothing for your money.

All is quiet just now along the Education front.

St. George had a mailed fist, but MacPherson a tight one.

The Coug method as applied to Canton: "Every day in every way we're getting debter and debter."

If fewer people were trying to save China she wouldn't be so far spent.

The Government's attitude on piracy prevention reminds us of how much we care a cuss about the other fellow's toothache.

Just when the comradre thinks we can make ends meet, he shifts them.

The dead sure thing often fails to come to life.

We don't know which is worst: wishing we had something we can't afford or wishing we hadn't spent so much last month.

One reason why some people cannot find time for work is that there are so many other things to do.

You can always tell a good stenographer, but you mustn't tell her too much, because she may not always be good.

The number of Kowloon folk not killed by buses is getting greater.

SPORTING STUDENTS.



St. Paul's College boys with prizes won at Inter-School Sports. (Photo: Ming Yuen.)

BANK RETURNS.

The returns of the average amount of bank notes in circulation and specie in reserve in Hongkong, during the month ended 31st March, 1924, as certified by the Managers of the respective Banks are:

Bank	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$13,429,080	\$5,800,000
Hongkong and Shanghai Banking Corporation.	43,661,163 28	26,900,000
Overland Bank of India, Limited.	1,508,912	650,000
Total	\$58,599,221	\$34,400,000

*Sterling Securities deposited with the Crown Agents valued at £1,055,600.

Securities with the Crown Agents and Straits Government £3,030,000.

Securities with the Crown Agents £130,000.

BILLIARDS CHAMPIONSHIP.

YVANOVICH REACHES THE SEMI-FINAL.

P. Yvanovich, a former champion, reached the semi-final of the billiards championship at the Victoria Recreation Club last night by defeating L. A. Osmond, the brother of the champion. Both players were off their game, and made no break of more than the highest being a 41 by Osmond. Yvanovich played steadily all the way through, but his opponent was very erratic, frequently missing easy shots when he was going well.

Yvanovich led all the way through. He was in fairly consistent form during the early session and soon established a lead. The players reached the 50 mark together, but after that Osmond was always behind. When Yvanovich had reached 200 Osmond was at 120, and the former reached his points—400—with Osmond at 265.

In the second session, Osmond opened promisingly and soon reduced the deficit. By a series of good breaks he drew within ten of his opponent, but could get no closer. Yvanovich gradually widening the gap and winning fairly comfortably. The champion on one occasion marked up 27 obtained all off the red with the white in baulk. The final scores were: Yvanovich, 500; Osmond, 673.

The best breaks were: Yvanovich: 34, 33, 30, 29, 27, 21, 22. Osmond: 41, 25, 23 (2), 21 (2).

DECLINE OF CHELSEA.

Artists Leaving Old Colony.

The picturesque, jolly, dingy Chelsea of artists and Bohemians is passing away under our eyes. It is already become another and smaller Mayfair.

Those little squares by the river used to know a population of artists and workmen, but such days are no more. The new pool have invaded Paulton's-square, whitened its front, painted its portals in red and blue and yellow, and now lovely motor-cars disturb the peace of its pigeons.

Every day sees a piece of waste ground lose its thistles and broken bottles to the invading builder; every day a new house springs up or an old one is pulled down.

NEW LANDMARKS.

The time-honoured refuge of dust and dirt at the corner of King's-road and Beaufort-street is gone; one-third of Beaufort-street is new, seven houses have been built in Church-street where once stood the Red Cross quarters; Mulberry-walk, Vale-avenue, Mallord-street were unthought of ten years ago, and Park-gardens are just come to life.

The character of the place is entirely changed. No flats, no studios are being built, and the artists have gone towards the World's End or emigrated to St. John's Wood.

For one house being built there are ten would-be buyers eager to emigrate here from stayfair. The prices of houses vary between £2,500 and £7,000.

One must acknowledge that the new Chelsea is charming. Each house has a big studio and a front garden, which separates it from the street.

The thick, very low walls, scooped so as to allow the planting of flowers on top, the crazy paving of the paths, are quaint and there is in these new streets a quiet dignity, an airiness and a suggestion of the country delightful to behold. —EX.

A brass tablet has been erected in St. John's Cathedral by the Church Body to commemorate Mr. Denman Fuller's work in connection with the Cathedral's organ. A subscription list is being opened with the object of presenting Mr. Fuller with a substantial testimonial.

FILIPINO PATRIOT.

"Never Wasted a Minute."

Probably not one in 10,000 of the inhabitants of these islands has ever heard of Jose Rizal. Yet, to judge by the bare record of his achievements he was a universal genius, and one of the most extraordinary human products of the second half of the last century.

But to the arrogant Spanish rulers of the Philippines he was merely a vulgar half-breed, for Rizal was of mixed Chinese and Malay descent. The story of his amazing career is told in "The Hero of the Philippines," by Charles E. Russell and E. R. Rodriguez (George Allen and Unwin).

Before Jose was three years old he had mastered the alphabet; at five he could read Spanish, in addition to his mother tongue. At the same age he had learned to carve in wood, to model in clay, and to draw. After learning everything that the Manila University could teach him he was smuggled out of the islands, and went to the University of Madrid, where he took the degree of Doctor of Medicine. Thence he went to Paris, Berlin, and Vienna for more study.

Before he was 30 he was able to write and speak the following languages, many of them colloquially:

Tagalog.	Swedish.
Spanish.	Dutch.
Greek.	Russian.
Latin.	Sanskrit.
French.	Hebrew.
Italian.	Chinese.
English.	Japanese.
German.	Catalan.
Portuguese.	

He was one of the greatest of ophthalmologists of his time, and his knowledge of ethnology, anthropology, biology, and zoology was recognised by the greatest authorities in Europe.

Rizal wrote two novels, a blistering exposure of Spanish misrule. His poems, even in translation, show inspiration.

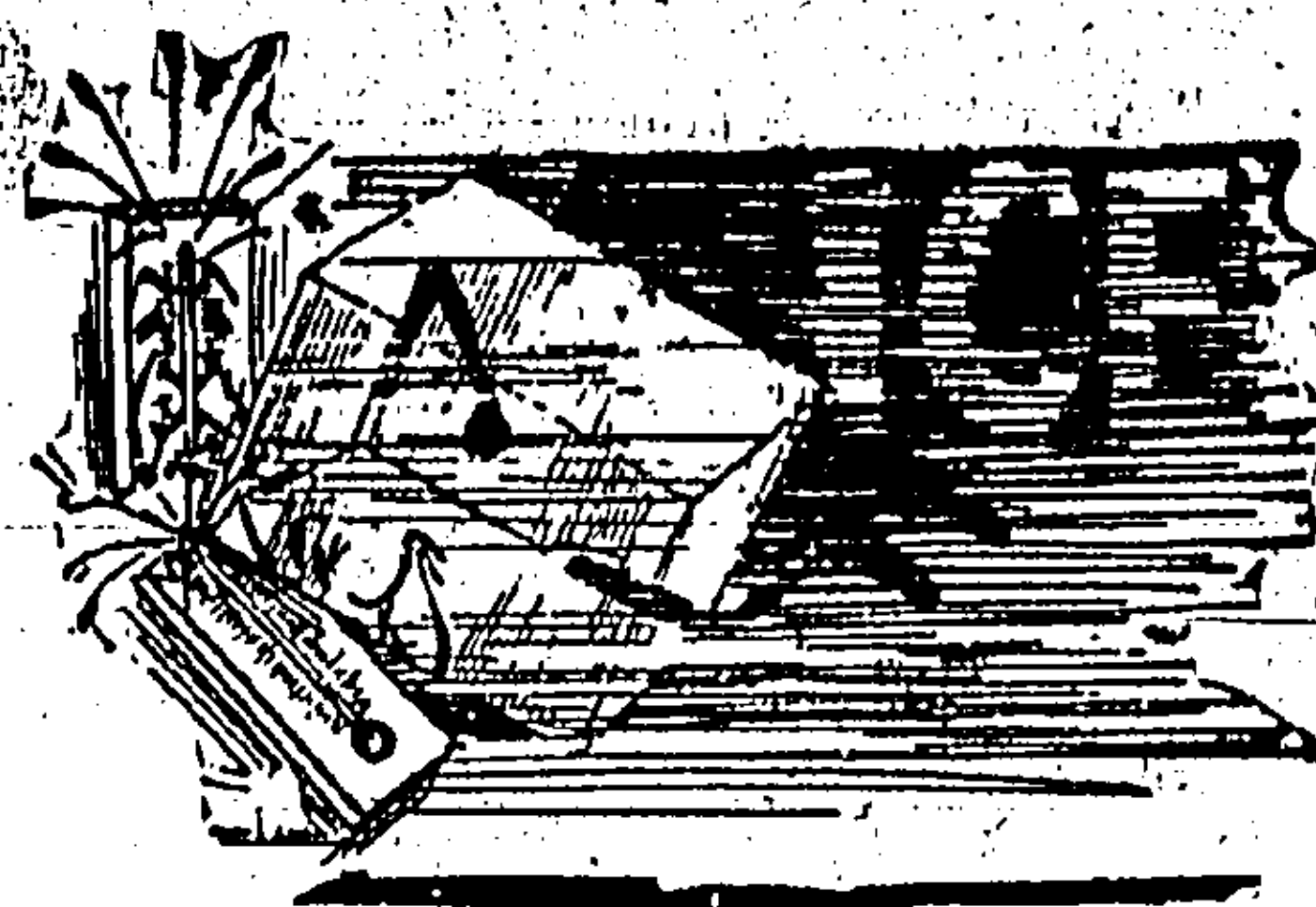
Perhaps the most touching of them was written the night before his execution by the Spaniards in 1896, when Rizal was 36. His drawings, some examples of which are given in the book, are exquisite in their delicacy; his sculpture rather suggests Epstein, original in design and beautifully modelled; a reproduction of the portrait in oils of Rizal's sister shows unmistakably the hand of a master.

Rizal was known to his friends as one who treasured time as others treasure gold, the man who never wasted a minute.

By the Filipinos he is regarded as the liberator of his country now under American protection, and the inspiration of its national life. A magnificent monument stands on the spot where he was killed, and there is scarcely a town in the Philippines without its statue or bust.

ANSWERED.

The New York Tribune recently devoted a leading article to Miss Megan Lloyd George, who during her recent visit expressed her bewilderment with regard to the correct reply to the national American greeting "Pleased to meet you." I don't know the conclusion of the article, says a Home writer, because somebody had torn the paper before it got to me. But there is a reply; and I think an aged Duke of Beaufort invented it. An American gripped the duke warmly by the hand and said, "Pleased to meet you." "And so you damn well ought to be," replied the aged peer crisply.



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ICE

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Depend on Ice in all weathers and keeps the Food Bills down.

Pass books on application.

The Dairy Farm Ice & Cold Storage Co., Ltd.

"Knowledge is of two kinds.

We know a subject ourselves, or we know where we can find information upon it."

SAM JOHNSON

In this modern day there is so much under discussion, so many and so varied subjects, that it is impossible to be fully informed on them all. If you have a reliable source of information at hand you can always "read-up."

The answer is

The Harvard Classics

Dr. Elliot's five-foot shelf of books.

Fill out and mail the coupon for full information. No obligation.

Associated Publishers.

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(Doing business in Manila for over twenty years.)

Gentlemen:

Please send me full information about The Harvard Classics without obligation on my part.

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Address

Occupation H. K. T.

COUNTESS SUED.

Length of West End Credit.

The Far East is not the only place where one can obtain extensive credit, as witness a London case.

There was an interesting sidelight on credit in the West-end in an action heard at Westminster County Court recently in which Mrs. Hayward, of Bond-street, sought to recover 45 guineas, the price of an evening gown from the Countess of Wilson, Park-street Governor-square.

Mr. Bensley Wells said that on February 3, 1922, the countess, who was a regular customer, ordered a grey crepe-satin gown. Three days later she came to try on other costumes, and said the grey gown was not elaborate enough.

A mannequin, wearing a pink and silver evening gown, was then brought in, and defendant said she would have one made like that instead of the one ordered. An appointment was made for a fitting and a copy of the altered order posted to her. It was arranged she would let the plaintiff know when she would come back. Nothing was done until May 5, when plaintiff wrote asking her to come and be fitted. At that time the plaintiff was also pressing for payment of £233, owing for goods previously supplied.

UNPAID FOR 18 MONTHS, Sir Alfred Tobin said that was owing for 18 months, rather a long time for plaintiff to leave over her account.

Mr. Cairns (defending): West-end credit, your honour. (Laughter.)

His Honour: I do not get such long credit or ask for it. If I order on the 5th, I pay on the 7th. (Laughter.)

In the witness-box the Countess said the pink and silver dress was on a model, and she told the assistant she did not want it, but would think about it when she came back from Monte Carlo.

His Honour said that defendant never wrote that she had not ordered the gown. "Lady Wilton," he added, "has brought the trouble on herself by ignoring all the letters sent to her by plaintiff."

Mr. Cairns: I admit there has been too much waste-paper basket. (Laughter.)

His Honour: They wrote you after that. Why did you not write?

Defendant: I thought it was a try-on.

Mr. Cairns: What is the usual period of West-end credit?

Defendant: Six months or more.

His Honour remarked that it was monstrous so much time should be wasted because a lady could not take the trouble to write that she had not ordered the goods when she received so many letters.

The case was adjourned.

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These include

BURBERRY and NICHOLSON'S
Celebrated Raincoats.

There are also
LIGHT-WEIGHT MACKINTOSHES
in three reliable qualities, at
\$16.50 \$21.50 and \$35.00.
In shades of Grey, Fawn and Navy.
(with or without Belts.)

GABERDINES, RUBBEROID
and
PROOFED COTTON
in Smart Colourings.

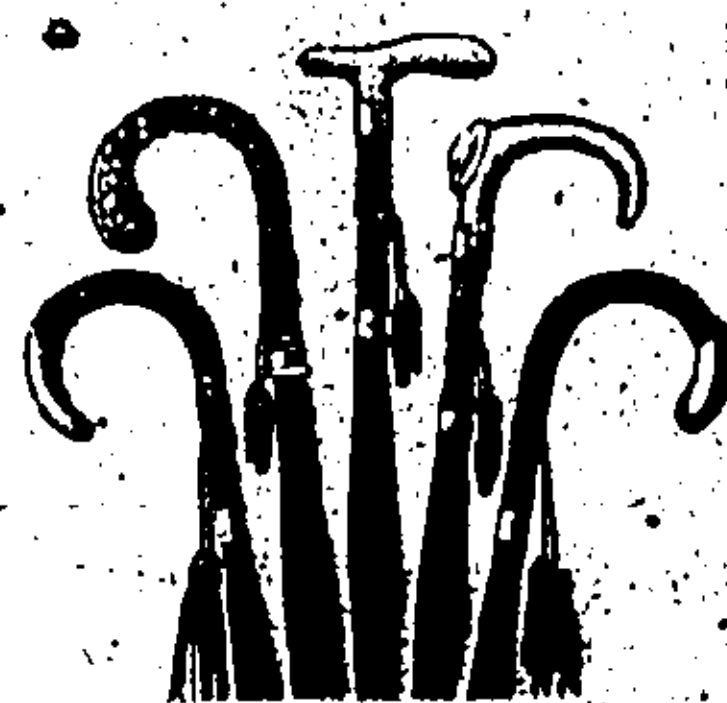
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UMBRELLAS
with or without silver mounts
now in stock.

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Waterproof
BOOTS & SHOES
in
Black & Brown

Wm. POWELL LTD.
Hongkong Hotel Buildings



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Courvoisier & Co.
Rouyer, Guillet & Co.

John Exshaw No. 1 & Very Fine Old Liqueur

F. O. V. Liqueur.
B. B. Pale Old Liqueur.

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Mitsui Bussan Kaisha, Ltd.
HONGKONG.

HONGKONG SCHOOLBOYS ON SPORTS FIELD.

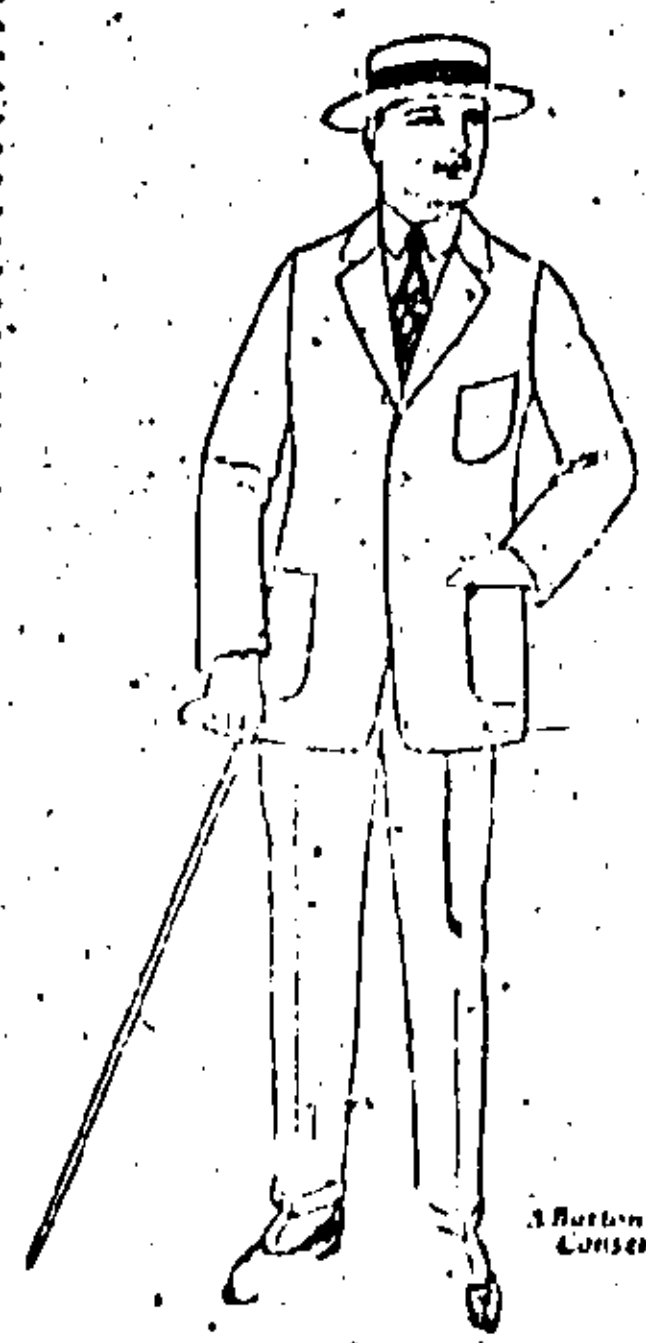


Picture shows contestants in the Hurdle Race at the Hongkong Inter-School Sports. (Photo: Ming Yuen.)

Now is the winter of the Pipe-Smoker's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

Skippers	...	\$1.20
Pinnacle Navy Cut	...	\$1.20
B.D.V. Mixture	...	\$1.30
Cordangan	...	\$1.50
Boardmans, Chairman Recorder, John Cotton, Barney, Parson's Pleasure, Punch Bowl, Army Mixture all to	...	\$1.50
Ardath	...	\$1.40
Valiadis Egyptian Cigarettes reduced to non plus ultra	...	\$1.40
La France	...	\$1.40
Dames	...	\$1.40
Superfines	...	\$1.30

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Palm Beach Suits

A well fitting Palm Beach Suit will do all that you require of a Summer Suit, and it can even be washed without fear of shrinking. Ready-to-wear or made to individual measure.

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& CO., LTD.
Men's Wear Specialists
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Agents for:—

British Admiralty Charts	Heath Sextants, Night Glasses etc.
Kelvin Navigational Instruments	Stanley Drawing Instruments
Ross London Telescopes & Binoculars	Watts Theodolites, Levels etc.

We invite the Public to call and inspect our varied stock, and compare prices.

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Cash or easy payments.

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ESTD. 1884

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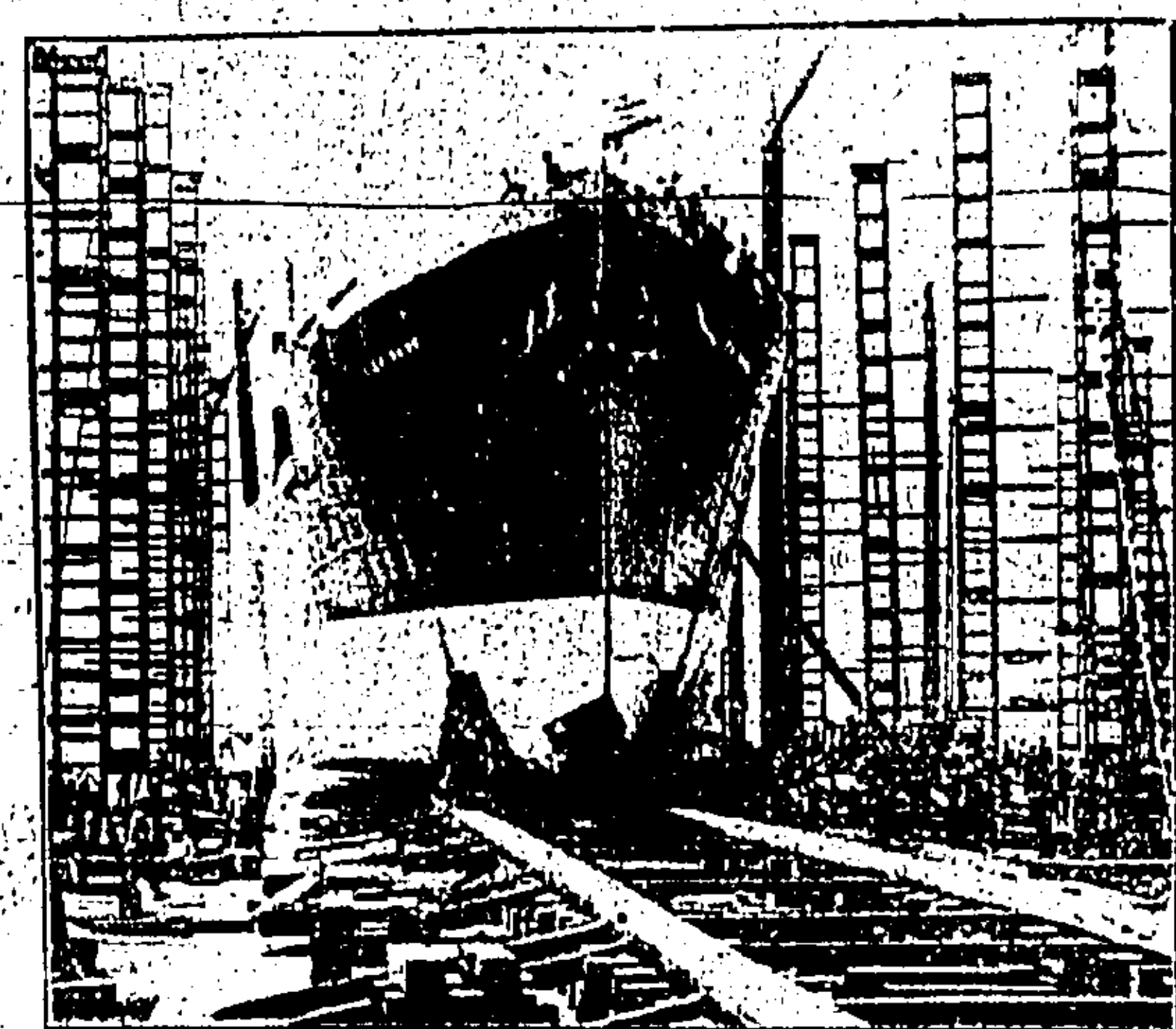
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119 Jervois Street.

CAMERA NEWS.



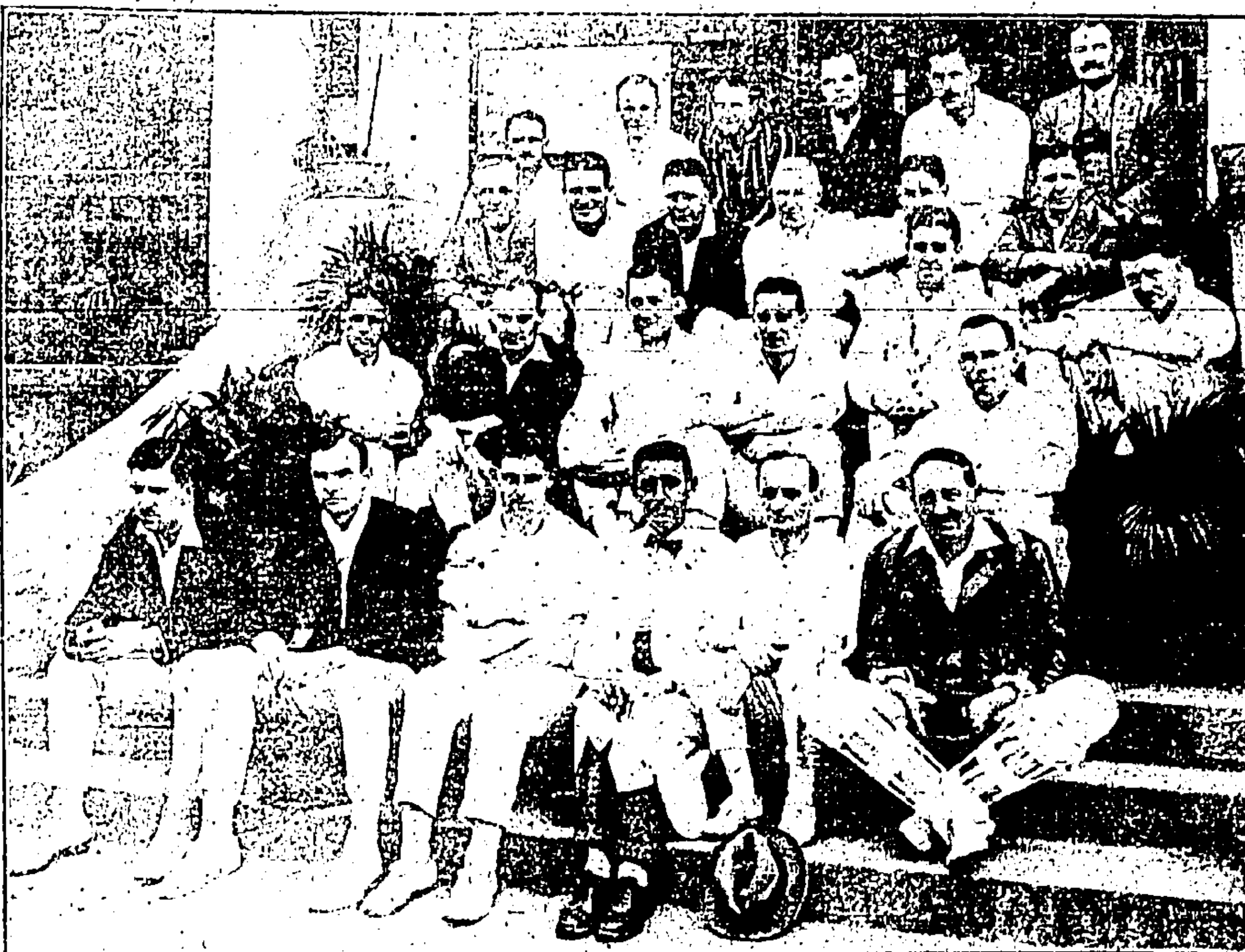
Scene at launching of s.s. Lion Shing at Kowloon Docks. (Photo: Ming Yuen.)



The s.s. Lion Shing taking the water on being launched.



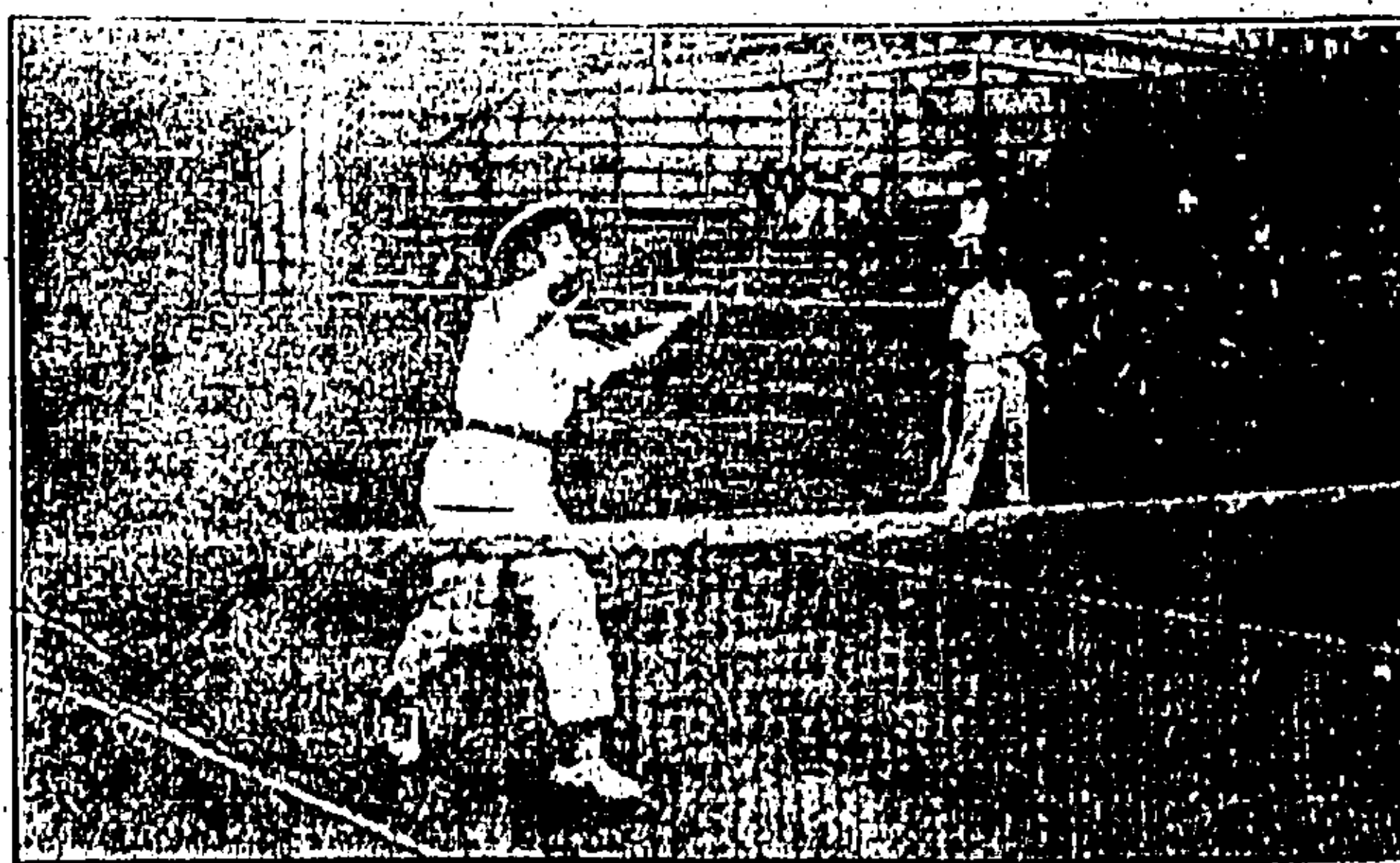
Group taken at dinner given by Chinese merchants to Sir William Roes Davies. (Photo: Mee Fong.)



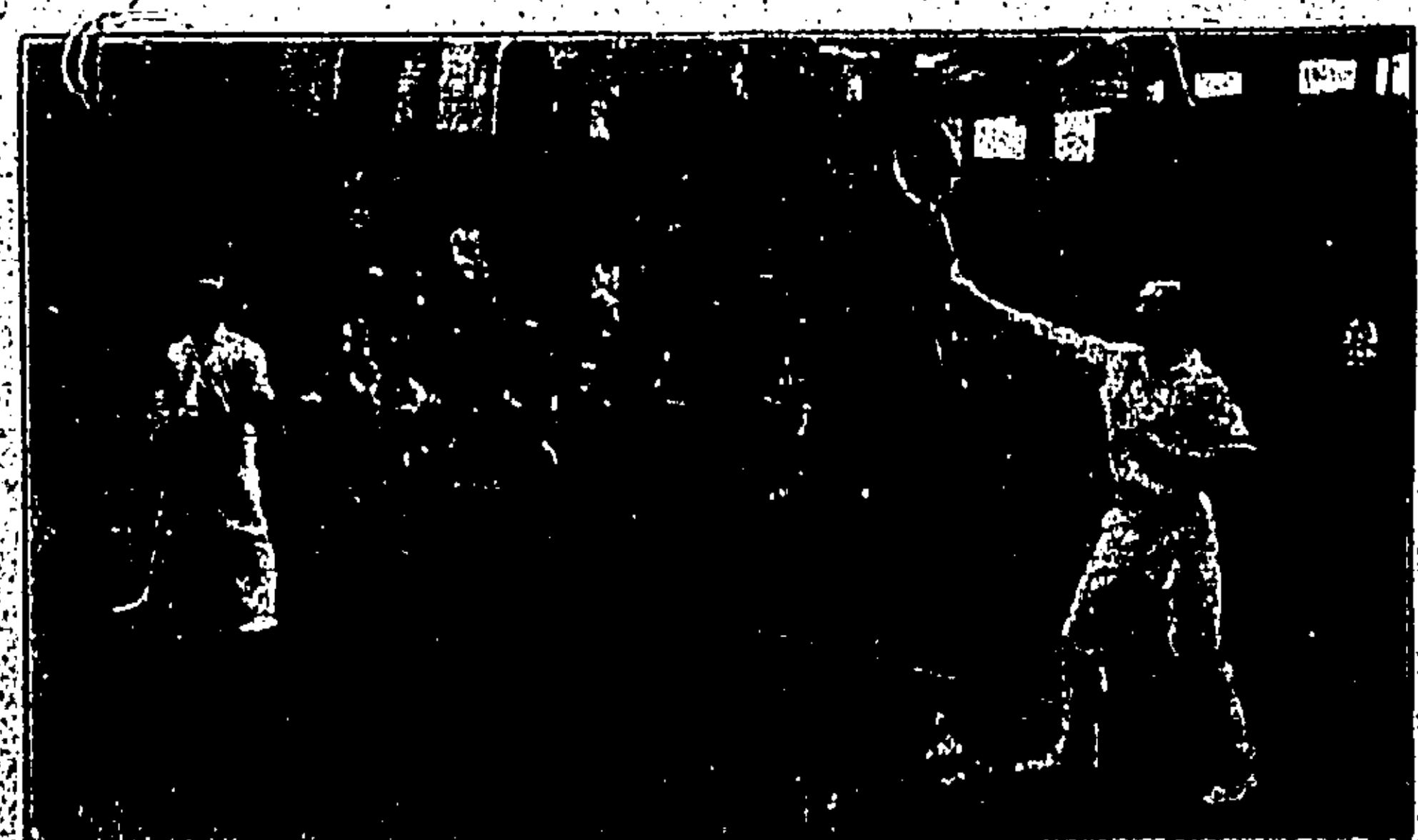
Ewo and Taikoo cricket teams. (Photo: Ming Yuen.)



At Saturday's Race Meeting. Top: Sir Claud Severn leading in Lady Severn's Langsat. Bottom: Mr. A. H. Carroll leading in Fern Leaf. (Photo: Mee Cheung.)



H. D. and O. Rumjahn, who beat the Lo brothers. (Photo: Ming Yuen.)



M. E. and M. W. Lo playing against H. D. and O. Rumjahn. (Photo: Ming Yuen.)

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessels Arrived.

Vessel	Agents	From	Mooring
Hydrangea	Chiu On	Swatow	C 10
Chung Hing	Hong On	Fort Bayard	C 43
Meibon	Tung Tuck	Swatow	A 25
Tsun	B & S	Manila	A 5
Troilus	Dollar Line	Manila	B 12
Esther Dollar	Dollar Line	Manila	Kow. Wh.
Kut	B & S	Manila	West Point
Nanning	G & H	Manila	A 10
Burma M.	B & S	Manila	
Campana	Jato	Hongkong	
Elide Clansen	Melchers	Shanghai	
Derfing			

Clearances.

Vessel	Agents	Where Bound	Departure
Yueching	J M & Co.	Manila	6th April
Khyber	P & O	Singapore	
Boudan	G & H	Shanghai	
Burma M.	N Y K	Shanghai	
Nagani M.	B & S	Shanghai	
Boochow	O M & N	Shanghai	
Haitchang	P & O	Haiphong	
Kashmir	Shun Tai	Haiphong	
Borno	Doddell	Haiphong	
Nimidia	P & O	Keelung via Swatow	6th April
Kashmir	G & H	Hohow	
Kaijo M.	Nam Lou	Manila	
Mohon	Dollar Line	Manila	
Esther Dollar	Dollar Line	Manila	

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Fudang	J M & Co.	Swatow	6th April
Troilus	P & O	Hamburg	7th
Vega	P & O	Kobe	7th
Venezia	D & Co.	Trieste	7th
Haitchang	J M & Co.	Swatow	8th
Mapia	O J L	Calcutta	8th
Torilla	P & O	Calcutta	8th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Anyo M.	T K K	Yokohama	7th
Atsuta M.	N Y K	Singapore	7th
Ogura	P & O	Singapore	6th
Haruna M.	N Y K	Manila	6th
Atsuta M.	N Y K	London	6th
Verwarte	C B & Co.	Antwerp	6th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
Pres. Adams	D S L	Kowloon	Apr. 7	May 1	Apr. 5
Pres. Jackson	A O L	Kowloon	Apr. 6	May 1	Apr. 5
Plumet	D & Co.	Kowloon	Apr. 8	Apr. 18	Apr. 8
Nimidia	D & Co.	Kowloon	Apr. 8	Apr. 18	Apr. 8

Steamers' Movements.

The S. DERFFLINGER expected to arrive from Shanghai to-morrow morning 10 o'clock will sail to Europe, ports via Manila and about ports on the same day at 11 p.m. The liner conveying passengers aboard leaves from the Blake Pier at 5.30 p.m. on Saturday, the 5th inst. The S. S. of Australia arrived at Kobe on the 1st April leaves Kobe on the 4th April and is due at Shanghai on the 6th April.

SHARE QUOTATIONS.

STOCK EXCHANGE		SHAREBROKERS' ASSOCIATION	
BANKS.		BANKS.	
H.K. & S. Bank	1165 1/2	H.K. & S. Bank	1165
(London)	101		
Chartered Bank	219		219
Mercantile Bank A & B	229		228 1/2
Mercantile Bank C	212		
P. & O. Bank	212		213
Bank of E. Asia	97 1/2		99 1/2
MARINE INSURANCE.		MARINE INSURANCE.	
Canton	730		730
China Underwriters	110		120
North China	140		140
Union	243		244
Yongji	27		27
FIRE INSURANCES.		FIRE INSURANCES.	
China First	145		145
H.K. First	52 1/2		52 1/2
SHIPPING.		SHIPPING.	
Douglases	40		40 1/2
H.K. Steamboats	35 1/2		38
H.K. Tugs	38 1/2		
Indos (Prof.)	133 1/2		35
Indos Def. Lon/Reg.	133 1/2		130
Indos Def. H.K. Reg.	92 1/2		93 1/2
Shells	88 1/2		88
Farries	15 1/2		16 1/2
Water-works			
REFINERIES.		REFINERIES.	
China Sugars	248		250
Malacca	47 1/2		48 1/2
MINING.		MINING.	
Benguel Consol	P. 2		
Kailan	66 1/2		68 1/2
Langkai Coalfield	49		30
Rauls	5		4.80
Trofahs	44 1/2		44 1/2
Ural Caspians	14		
DOCKS WHARVES, GODOWNS &c.		DOCKS WHARVES, GODOWNS &c.	
H.K. Wharves	160		165
H.K. Docks	130		131
Hongkong Wharves	190		
New Engineering	93 1/2		94
Shanghai Docks	93 1/2		94
LANDS, HOTELS & BUILDINGS.		LANDS, HOTELS & BUILDINGS.	
H.K. Hotels (cum rts)	13 new 20		20
Do. (New Prem.)			13
H.K. Developments	114 1/2		116
H.K. Lands	21		21
H.K. Realty	120		130
H.K. Territories	120		120
Humphreys Estate	150		150
Princes Bldg.			
COTTON MILLS.		COTTON MILLS.	
Two Cottons	1130		1135
Oriental	5		4 1/2
Shanghai Cottons	64		61
Shanghai Cottons	64		58
MISCELLANEOUS.		MISCELLANEOUS.	
Canton Ices	27		27 1/2
Cements (cum rts)	8		32
Do. (New Prem.)	8		8
China Light	14 new 14		14 old 9.10
China Providents	17		27 1/2
Do.	74		74
Constructions	26		26
Dairy Farms	10		10
Der A Wing (p.)	21		21
Do. (p.)	35 1/2		35.65
Electricity H.K.	38		
Electricity H.K.	65		65 1/2
Hongkong Water (cum rts)			28
H.K. Roads (New Prem.)			30
Do. Ex. Rts. & Bonds	30 1/2		30 1/2
Hongkong Tramways	19 1/2		19 1/2
Lane Crawford	25		
Michikoh	15 1/2		15 1/2
Pink Trams	15 1/2		15 1/2
Pink Trams	15 1/2		15 1/2
Shells	15 1/2		15 1/2
Tails	15 1/2		15 1/2
Watsons	15 1/2		15 1/2
Wm. Powell	15 1/2		15 1/2
Nanyang Tob.	15 1/2		15 1/2
Hongkong, April 5, 1924.			

BANKS.

P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920.)

With which is affiliated:

THE ALLAHABAD BANK LTD

INDIA.

Authorized Capital £5,000,000

Subscribed and Paid up £2,394,150

Reserve Fund £115,000

HEAD OFFICE:

113, Leadenhall Street, London E.C. 3

WEST LONDON BRANCH:

14-16, Cockspur Street, London S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras,

Colombo, Singapore, Hongkong,

and Shanghai.

The Corporation undertake General

Banking and Exchange Business of every

description and in addition to its

branches has Agencies in all the principal

cities of the world.

C. CHAMPKIN,

Manager.

28, Des Voeux Road Central, Hongkong.

THE BANK OF EAST ASIA

LIMITED.

HEAD OFFICE:

1, No. 10, Des Voeux Road Central, Hongkong.

ESTABLISHED 1920.

Authorized Capital £10,000,000

Subscribed and Paid up £5,000,000

Reserve Fund £1,000,000

For the Hongkong and Shanghai Banking

Corporation.

London Bankers: The Midland Bank, Ltd.

Every description of Banking and exchange

business transacted. Loans granted on

approved securities. Interest allowed on

current deposits at the rate of 2% per annum.

Accounts at the rate of 2% per annum.

on Savings Accounts. Four per cent

per annum, and on Fixed Deposits at the

following rates:

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

For 18 months at the rate of 6% per annum

For 24 months at the rate of 7% per annum

KAN TONG PO,

Chief Manager.

Hongkong, February 15th, 1924.

NEEDERLANDSCH HANDEL

MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

BANK

Established 1924.

Hongkong Branch established 1908.

Authorized Capital £10,000,000

Subscribed and Paid up £5,000,000

Reserve Fund £1,000,000

For the Hongkong and Shanghai Banking

Corporation.

London Bankers: The Midland Bank, Ltd.

Every description of Banking and exchange

business transacted. Loans granted on

approved securities. Interest allowed on

current deposits at the rate of 2% per annum.

Accounts at the rate of 2% per annum.

on Savings Accounts. Four per cent

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For 18 months at the rate of 6% per annum

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KAN TONG PO,

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Reserve Fund £1,000,000

For the Hongkong and Shanghai Banking

Corporation.

London Bankers: The Midland Bank, Ltd.

Every description of Banking and exchange

business transacted. Loans granted on

approved securities. Interest allowed on

current deposits at the rate of 2% per annum.

Accounts at the rate of 2% per annum.

on Savings Accounts. Four per cent

per annum, and on Fixed Deposits at the

following rates:

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

For 18 months at the rate of 6% per annum

For 24 months at the rate of 7% per annum

KAN TONG PO,

Chief Manager.

Hongkong, February 15th, 1924.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital £50,000,000

Issued & fully paid up £20,000,000

Reserve Funds

£4,500,000

£25,500,000

Reserve Liability of

Proprietors £20,000,000

COUNT OF DIRECTORS

D. G. M. HERNARD, Esq., Chairman

A. H. CAMPBELL, Esq., Deputy Chairman

A. H. CAMPBELL, Esq., J. P. WATSON, Esq.,

HON. MR. P. H. HOLYOAK, N. L. WATSON, Esq.,

A. O. LANG, Esq., H. F. WHITE, Esq.,

J. A. PLUMMER, Esq., G. M. YOUNG, Esq.

Chief Manager:

Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. HARTWELL, Esq.

Manager: Shanghai—G. H. GILL, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LIMITED.

Current Accounts opened in Local Currency

and Fixed Deposits received for local

business at rates which will be quoted on

application.

Hongkong, 23rd February, 1924.

HONGKONG SAVING BANK.

The business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	To	Ship	Days	From	To	Ship	Days
Hongkong	Vancouver	EMPEROR	11 May	Montreal	Quebec	EMPEROR	11 May
Hongkong	Vancouver	EMPEROR	11 May	Montreal	Quebec	EMPEROR	11 May
Hongkong	Vancouver	EMPEROR	11 May	Montreal	Quebec	EMPEROR	11 May
Hongkong	Vancouver	EMPEROR	11 May	Montreal	Quebec	EMPEROR	11 May

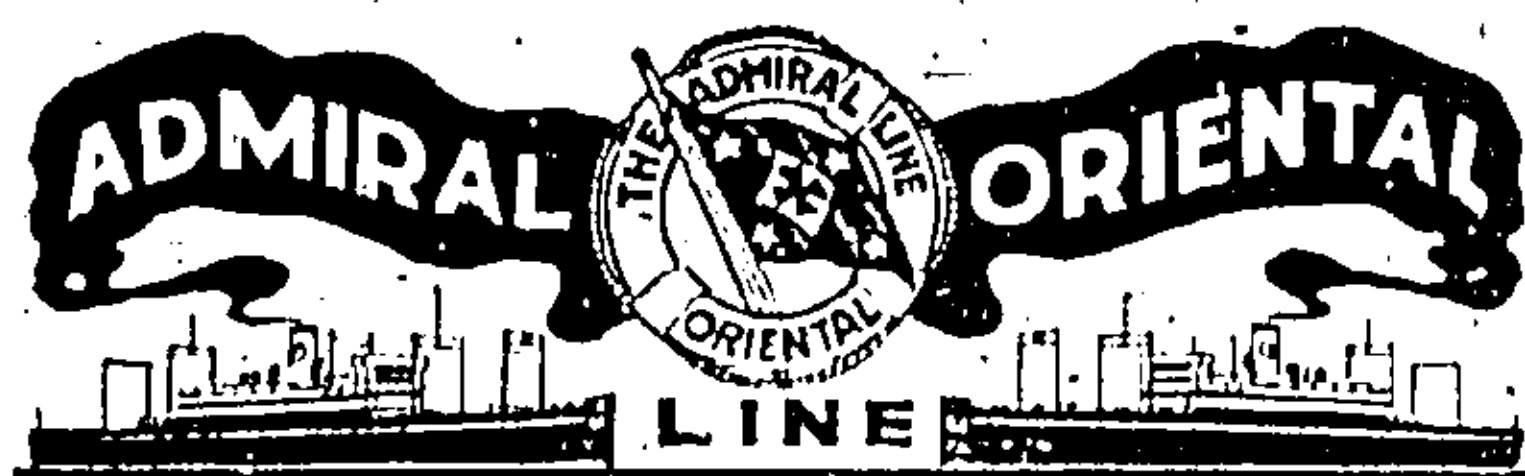
Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg.
Allotment: Cabins on Atlantic steamers held here, and through tickets issued.
Early reservation necessary.
Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG MANILA SERVICE.

From	To	Ship	Days	From	To	Ship	Days
Hongkong	Manila	EMPEROR	11 May	Manila	Hongkong	EMPEROR	11 May
Hongkong	Manila	EMPEROR	11 May	Manila	Hongkong	EMPEROR	11 May
Hongkong	Manila	EMPEROR	11 May	Manila	Hongkong	EMPEROR	11 May
Hongkong	Manila	EMPEROR	11 May	Manila	Hongkong	EMPEROR	11 May

Passenger Department: Tel. 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



ADMIRAL ORIENTAL LINE.
FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON"	Apr. 10th
"PRESIDENT JEFFERSON"	Apr. 22nd
"PRESIDENT GRANT"	May 4th
"PRESIDENT MADISON"	May 16th
"PRESIDENT McKINLEY"	28th May

TO EUROPE

£120-£112-£110

First Class on the Pacific, First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON"	Apr. 13th
"PRESIDENT GRANT"	Apr. 27th
"PRESIDENT MADISON"	May 7th

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to:

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor
Telephone Central 2477, 2478 & 795. No. 4, Des Voeux Road.
Cable Address: "DOLLAR."

PACIFIC SHIPPING.



ROUND THE WORLD
FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO,
NAPLES, GENOA, MARSEILLES,
BOSTON, NEW YORK.

FIRST AND THIRD CLASS ACCOMMODATIONS.

"PRESIDENT GARFIELD"	Apr. 15th
"PRESIDENT POLK"	Apr. 29th
"PRESIDENT MONROE"	May 13th
"PRESIDENT HARRISON"	May 27th
"PRESIDENT VAN BUREN"	June 10th

FREIGHT SERVICE
FROM HONGKONG

FOR NEW YORK & BOSTON VIA PANAMA.
FOR NEW YORK, BOSTON & BALTIMORE
VIA SUEZ

FOR SAN FRANCISCO & SAN PEDRO.

Through Bills of Lading to all United States and Canadian Overland Points & Havens.
For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor.
Tel. C. 2477, 2478 & 795. No. 4 Des Voeux Road.
Cable Address "DOLLAR"

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
REDUCED FARE TO EUROPE
£120-£112-£110

HONGKONG TO SAN FRANCISCO

Ship	Tons	Leave Hongkong
KOREA MARU	20,000	Apr. 8
SHINYO MARU	22,000	Apr. 23
SIBERIA MARU	20,000	May 5
TAIYO MARU	22,000	May 20
PENYO MARU	22,000	May 28

HONGKONG TO VALPARAISO

Ship	Tons	Leave Hongkong
ANYOM ARU	18,700	Apr. 24
SEIYO MARU	14,000	June 10

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.
For Full information regarding passengers, freight and sailings apply to:

Y. TSUTSUMI, Manager.
King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
C. LOPEZ Y LOPEZ 17th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
C. LOPEZ Y LOPEZ 28th Apr.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply to:

BOTELHO BROS.
Alexandra Buildings, Hongkong.
O. D. BARRETTO, 20 Central Avenue, B.C., Canton.

BOSTON & NEW YORK.

Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)
AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. ATREUS	via Suez Canal	11th Apr.
S.S. KNARESBRO	via Suez Canal	21st Apr.
S.S. KEEMUN	via Suez Canal	1st May
S.S. CITY OF ORAN	via Suez Canal	11th May

Reefer service via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to:
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd., CANTON

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

"TROILUS"	7th Apr. London, Hull, Rotterdam & Hamburg
"GLAUCUS"	14th Apr. London, Rotterdam & Hamburg
"SARPEDON"	22nd Apr. Marseilles, London & Rotterdam
"MACHAON"	28th Apr. London, Rotterdam & Antwerp

LIVERPOOL SERVICE

"ALCINOUS"	20th Apr. Genoa, M'les, Liverpool & Glasgow
"TEUCHER"	1st May. M'les, Havre, Liverpool & Glasgow
"RHESUS"	20th May. Genoa, Liverpool & Glasgow

PACIFIC SERVICE

"PHILOCTETES"	9th Apr. Victoria, Seattle & Vancouver
"TYNDAREUS"	6th May. Victoria, Seattle & Vancouver

NEW YORK SERVICE

"ATREUS"	11th Apr. via Suez & Boston
"KEEMUN"	1st May via Suez & Boston
"OANFA"	21st May via Suez & Boston

PASSENGER SERVICE

"PATROCLUS"	15th Apr. for Shanghai
"SARPEDON"	22nd Apr. for Singapore, Marseilles & London
"PATROCLUS"	19th May. for Singapore, Marseilles & London
"MENTOR"	16th June for Singapore & London
"ANCHISES"	14th July for Singapore, Marseilles & London

For Freight and Passage Rates and all information Apply to:

BUTTERFIELD & SWIRE

AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Voeux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.	Due Hongkong 2nd Apr.
U.S.S.B. "West Cajon"	Leaves Hongkong 4th Apr.
U.S.S.B. "West Ivan"	Leaves Hongkong 9th Apr.
U.S.S.B. "West Ivan"	Leaves Hongkong 11th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila, Singapore, Zamboanga & Cebu.

U.S.S.B. "West Prospect"	Due Hongkong 9th Apr.
U.S.S.B. "West Prospect"	Leaves Hongkong 11th Apr.

For Saigon, Singapore and P. I. Ports.

U.S.S.B. "West Chopaka"	Due Hongkong 14th Apr.
U.S.S.B. "West Chopaka"	Leaves Hongkong 15th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.
General Agent for Japan-China-Philippines. Phone Central No. 3008.
G. P. BRADFORD, Res. Agent.
Indo-China-Straits & Java.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship "RIUME L"
From TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 18th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be counter-signed by

DODWELL & CO., LTD.

Agents.

Hongkong, 2nd, April, 1924.

NOTICE TO CONSIGNEES

The Steamship, "NUMIDIA"
From Trieste, Venice, Brindisi, Spalato, Port Said, Massau, Aden, Colombo, Penang & Saigon.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 18th inst. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

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DODWELL & CO., LTD.

Agents.

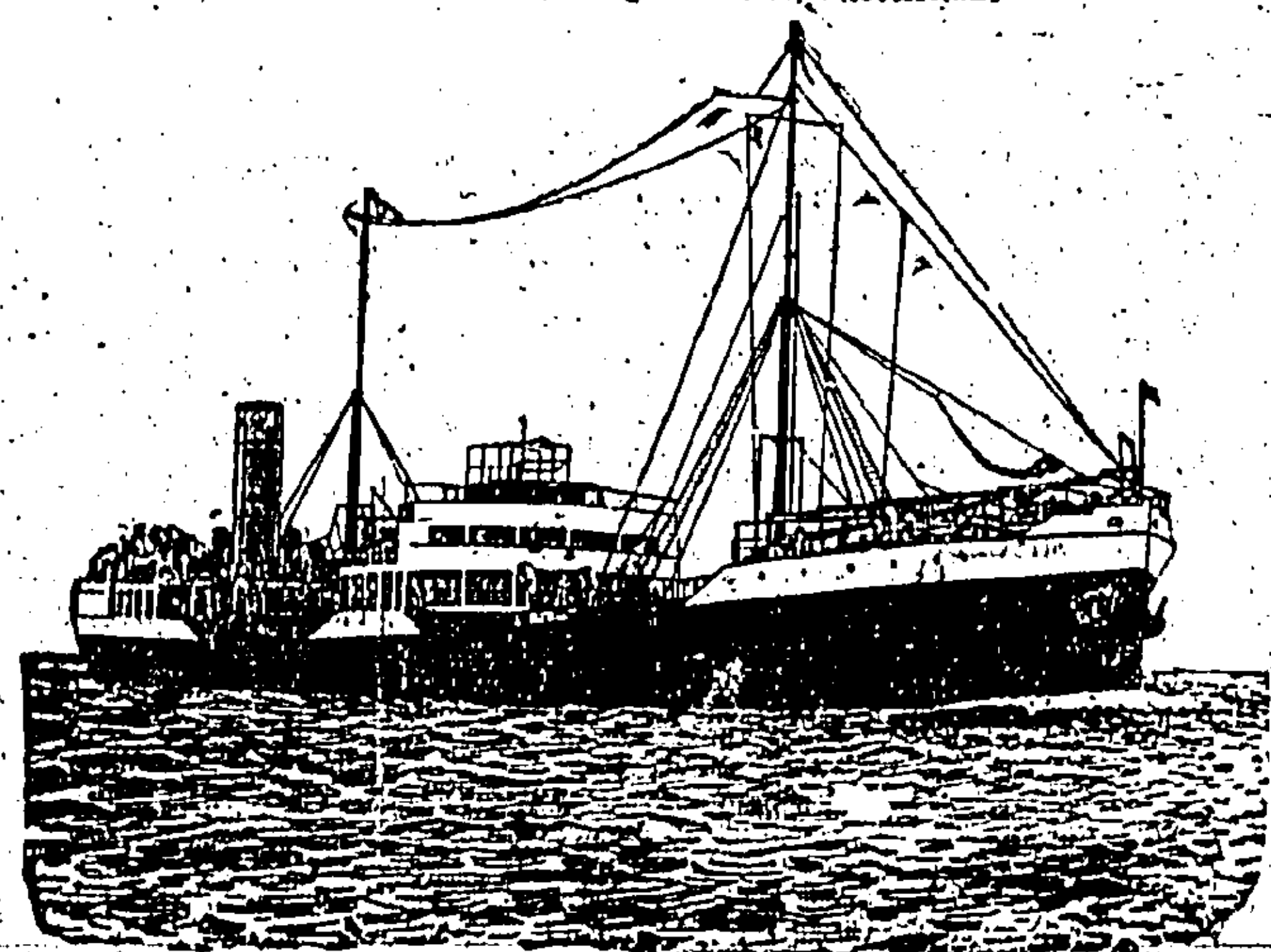
Hongkong 2nd, April, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Coded Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Tug Masters, Electricians



OIL TANK STEAMER "PALUDINA"

724' 0" x 58' 1" x 81' 0" x 8,400 tons d.w. x 8,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS the order of THE ANGLO Saxon PETROLEUM CO., LTD., being one of four similar vessels built in these DOCKS to the same order.

Please address Enquiries to the Manager

R.M. DYE & Co., M.I.N.A., Kowloon Dock, HONGKONG.

NORDDEUTSCHER LLOYD.
BREMEN.

FREIGHT & PASSENGER SERVICE TO EUROPE

via: Manila, Singapore, Behaim, Colombo, Port Said, to Genoa, Rotterdam, Hamburg & Bremen.

STEAMER	TONS	SAILING DATE	DESTINATION
"DERFFLINGER"	9,150	TO DAY	Manila, Singapore
"INIENBURG"	4,200	14th April	Behaim, Colombo
"COBLENZ"	9,450	2nd May	Port Said, Genoa
"PFALZ"	7,130	25th June	Port Said, Genoa, Rotterdam
"HOLSTEIN"	5,000	18th July	Hamburg and Bremen.

Calling at Trieste.

*These steamers have accommodation for 100 Passengers in the Cabin and 140 Passengers in the intermediate Class.

For freight and passage fares please apply to

MEYERS & Co.,

Agents, Queen's Building.
Tel. Central 4557.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon, India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
LAHORE	5,252	11th Apr.	Singapore & Bombay
NELLORE	6,853	17th Apr.	M's, L'don, A'werp, R'dam
CHINA	7,952	19th Apr.	M's, London & Antwerp
SUDAN	6,696	26th Apr.	S'pore, Pang, C'ho & B'bay
KALYAN	9,118	3rd May	M's, London & Antwerp
MIZAPORE	6,715	8th May	S'pore, Colombo & Bombay
PLASSY	7,426	17th May	M's, London & Antwerp
KASHMIR	8,963	24th May	M's, London & Antwerp
SICILIA	6,813	25th May	S'pore, Pang, C'ho & B'bay
KHIVA	9,097	31st May	M's, London & Antwerp
KASHGAR	8,840	14th June	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,205	8th Apr.	S'pore, Penang & Calcutta
TALMA	10,000	13th Apr.	S'pore, Penang & Calcutta
JAPAN	6,052	29th Apr.	S'pore, Penang & Calcutta
FANDA	6,956	6th May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Apr.	Manila, S'kan, Thursday Is.
EASTERN	4,000	28th May	Townsville, B'bane, Sydney
ARAFURA	6,000	2nd July	& Melbourne.

Frequent connection from Australia with the following:-
The Union S.S. Co.'s steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Branch service of steamers to London via the Cape.

The New Zealand Shipping Co.'s steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	8,963	5 Apr. 2 p.m.	Shanghai, Moji & Kobe
GOGRA	5,181	7th Apr.	Moji & Kobe
TANDA	6,956	15th Apr.	Moji & Kobe
PLASSY	7,426	18th Apr.	Shanghai, Moji & Kobe
KHIVA	9,097	2nd May	Shanghai, Moji & Kobe
EASTERN	4,000	3rd May	Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

22, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENARRY	17th Apr.	GLENOGLE	22nd Apr.
GLENAMAY	4th May		
GLENAP	15th May		
CARMARTHENSIRE	29th May		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong and Sailing for S'hai & Japan	Pro. Sailing from Hongkong for M's
AMAZONE			13th April
ANGKOR			27th April
CHAMBOUR	6th Mar.	7th Apr.	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0

Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. Dr. P. BENOT loading for Marseilles, Havre, Antwerp and Dunkirk about 2nd half April.

S.S. "Commissaire RAMEL" from Dunkirk, London, Havre, is due to arrive about end April.

For full particulars apply to:-

Messageries Maritimes Co. 3 Queen's Building.

Telephone Central 740

CONSIGNMENT. TRANSIT. REPRESENTATION.

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VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 3405, G. 3420, G. 3440.

IYO MARU ... Thursday, 17th Apr. at 11 a.m.

SHIZUOKA MARU ... Wednesday, 14th May.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

HARUNA MARU ... Wednesday, 9th Apr. at 11 a.m.

KAMO MARU ... Sunday, 27th Apr. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM. ... Middle of May.

LYONS MARU ...

LIVERPOOL via MARSEILLES & VALENCIA. ... Thursday, 17th Apr.

TSUSHIMA MARU ...

SYDNEY & MELBOURNE via Manila, etc. ... Friday, 18th Apr. at 11 a.m.

YOSHINO MARU ... Wednesday, 14th May at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Tuesday, 8th Apr.

TORA MARU ... Sunday, 4th May.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Tuesday, 8th May.

BOMBAY via Singapore & Colombo.

SADO MARU ... Saturday, 12th Apr.

MALACCA MARU ... Monday, 28th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Saturday, 5th Apr.

CEYLON MARU ... Tuesday, 8th Apr.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 11th Apr.

SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU ... Tuesday, 8th Apr.

TOYOHASHI MARU ... Tuesday, 15th Apr.

KASHIMA MARU ... Tuesday, 22nd Apr.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

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FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACE CASTLE" Sailing on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (J.M.E.L.)

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.**

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NUMIDIA" ... Sails about 4th April.

S.S. "FIUME" ... Sails about 5th April.

S.S. "AUSSA" ... Sails about 1st May.

S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May.

S.S. "SILVIO PELLICO" ... Sails about 1st June.

S.S. "NIPPON" ... Sails about 3rd June.

S.S. "ROSANDRA" ... Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 7th April.

S.S. "NUMIDIA" ... Sails about 3rd May.

S.S. "FIUME" ... Sails about 5th May.

S.S. "AUSSA" ... Sails about 4th June.

S.S. "DUCHESSA D'AOSTA" ... Sails about 7th June.

S.S. "SILVIO PELLICO" ... Sails about 4th July.

S.S. "NIPPON" ... Sails about 8th July.

S.S. "ROSANDRA" ... Sails about 7th Aug.

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COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sat.	Sailings
MANILA	Yuensang	Sat.	5th Apr. at 11 p.m.
SHANGHAI via Swatow	Fausang	Sun.	6th Apr. at 7 a.m.
BANGKOK via Swatow	Hangsang	Tues.	8th Apr. at noon.
TIAO via S'hai & S'hai	Wahsang	Wed.	9th Apr. at 7 a.m.
KOBE via Shanghai	Kutsang	Wed.	9th Apr. at 7 a.m.
TIENSIN	Cheongsang	Wed.	9th Apr. at noon.
SHANGHAI via Swatow	Fousang	Fri.	11th Apr. at 7 a.m.
MANILA	Sulsang	Sat.	12th Apr. at 11 a.m.
HAIPHONG via Hoihow	Leesang	Sun.	13th Apr. at 10 a.m.
TIAO via S'hai & S'hai	Kwongsang	Wed.	16th Apr. at 7 a.m.
KOBE via Moji	Lalsang	Thurs.	17th Apr. at noon.
BANGKOK via Hoihow	Changsang	Fri.	18th Apr. at 10 a.m.
SANDAKAN	Mangsang	Wed.	23rd Apr. at 1 p.m.
KOBE via Shanghai	Hangsang	Fri.	25th Apr. at 7 a.m.
STRAITS & Calcutta	Kutsang	Tues.	29th Apr. at 3 p.m.

Calcutta Line: This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line: Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line: A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Halphong Line: Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line: Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line: A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line: A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday 20th April at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Halchong ... A. H. Stewart ... TUES. 4th Apr. at 1 p.m.

Halhong ... Ellis Walker ... TUES. 8th Apr. at 1 p.m.

Halhong ... W. S. Turnbull ... TUES. 11th Apr. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

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Offers excellent saloon accommodation, all lower berth English Cuisine, doctor carried, wireless telegraph.

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THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL.

Telegraphic Address: "KREMLIN, HONGKONG."

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SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:

GRAND HOTEL KALEE: MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

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LIMITED.

In association with the Grand Hotel
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THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: "KOWLOON, Hongkong."
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KING EDWARD HOTEL.

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HOTEL LAUNCH MEETS ALL STEAMERS.

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THE EUROPE HOTEL.

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DANCING AFTER DINNER.

EVERY MONDAY, WEDNESDAY and SATURDAY.

TEA DANCES.

TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
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Telephones in every room.

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ARTHUR E. ODELL, Manager.

POWER OF ATTORNEY.

Solicitor Charged With
Fraud.

Herbert Roger Sadd, a solicitor of Saddlestone, Surrey, was charged at the Guildhall last month with fraudulently converting certain deeds of ownership of property entrusted to him by Lord Foley under a power of attorney. The prosecutor said the prisoner had been in financial difficulties for the past two years. His statement of affairs after receiving the order made against him showed a deficiency of £18,000. Lord Foley had indicated an indebtedness of £23,000, thus Sadd's total liabilities were £50,000. Lord Foley had been absolutely under Sadd's domination when he came of age and succeeded to the estates in 1919. A remarkable document drawn up by the defendant and constituting a power of attorney was of a most one-sided form and gave Sadd the absolute right to invest Lord Foley's money in Lord Foley's or anyone else's name. When Lord Foley was abroad Sadd invested large sums in the most hazardous speculations with disastrous results. There were other charges of defrauding Lady Mary Foley and a Major Mowbray. The prisoner was remanded.

£7,000 TOBACCO BOX.

Engraved Record of Years.

In a doubly locked safe in a strong room at Caxton Hall, Westminster, reposes what is claimed to be the most wonderful tobacco box in the world. More than 200 years ago it was bought for 4d. at the Horn Fair, Charlton, by an overseer of the City of Westminster and was used when he and his brother-overseers met on festive occasions. It was then so small that it held only 3oz. of tobacco. To-day it is over 4 feet high and more than a foot square and is insured for £7,000. The secret of its value is that the original box is now enclosed in six others. Each box is cased in alloy, and upon it is an engraved pictorial or written record of the most important happenings in the history of the last two centuries. One of the last engravings to be added is a re-

FILM OF GLYN NOVEL.

Banned by Censor;
Approved by L.C.C.

Because of the attitude of the British Board of Film Censors, a film based on Elinor Glyn's novel "Three Weeks" was not used to open the Goldwyn-Cosmopolitan season at the New Oxford Theatre, recently. Sir Matthew Wilson explained the trouble at a Press luncheon before the presentation of "Under the Red Rose," the substituted play. When "Three Weeks" was submitted to the film censors objection was raised on the grounds of "theme and treatment."

The board referred the film to a committee of the L.C.C. which enforces the film censorship in London. The committee saw "Three Weeks" privately and raised no objection to it. The picture was then referred back to the board, who still refused to grant a certificate. "Three Weeks" has been out to meet ordinary cinema standards, but the board have declined to pass the main title.

This situation is perhaps the most piquant which has over arisen within the cinema industry. The right to grant or deny permission for the public exhibition of a film, lies with the local licensing authority, and it is understood that in the case of "Three Weeks" the L.C.C. are prepared to grant a license to exhibit irrespective of the Film Censors' decision.

If this is done the film may be shown at any theatre within the London area.

presentation of the burial of the Unknown Warrior in Westminster.

The owners of the box are the Westminster "Past Overseers" which was formed in 1713. Every year the society appoints two custodians of the tobacco box.

Mr. Councillor Jacques Abady, the present senior custodian, told a Daily Mail reporter that on appointment each custodian has to enter into a surety of £500 and also find two other sureties of £200 each. If the box disappears the custodians would have to forfeit £1,800," he said.

CAPSTAN

Sold
Everywhere

EXCHANGE.

(Opening Rate: closing Rate on Page 1)		DELLING.	
T/T Hongkong	2/4 1/2	30 d/s San Francisco and New York	6 1/2
Demand Hongkong	2/4 1/2	4 m/s. Mare	Nom
20 d/s Hongkong	2/4 1/2	4 m/s. France	8 1/2
4 m/s. Hongkong	2/4 1/2	6 m/s.	9 1/2
T/T Shanghai	Nom	Demand, Germany	50 1/2
T/T India	120 1/2	Demand, New York	50 1/2
T/T Japan	120 1/2	T/T Bombay	150 1/2
T/T London	120 1/2	Demand, Bombay	150 1/2
T/T Paris	120 1/2	T/T Calcutta	150 1/2
T/T San Francisco and New York	50 1/2	Demand, Calcutta	150 1/2
T/T Java	Nom	On Yokohama	120 1/2
T/T Manila	Nom	Demand, Manila	120 1/2
T/T Hongkong	8 1/2	Demand, Singapore	101 1/2
Demand, Paris	8 1/2	On Haiphong	Nom
		On Saigon	Nom
		On Bangkok	Nom
		Gold leaf per Tael	50.40
		Bar Silver	32 1/2
		Forward	32 1/2
		Bank of England rate	32 1/2
		New York/London	4.30

BUYING.		SUBSIDIARY COINS.	
4 m/s. L/O	2/5 1/2	Hongkong 50 cent pieces	1 1/2 p. dis.
4 m/s. D/E	2/5 1/2	10 "	5 1/2 p. dis.
4 m/s. L/O	2/5 1/2	5 "	20 1/2 p. dis.
30 d/s. Sydney and Melbourne	2/5 1/2	Gold leaf	\$50.20

Hong ong. April 5 1924.

POST OFFICE NOTICES.

INWARD MAILS.		Due.	
From	Per		
Shanghai	...	Ningbo	5th April
Hankow	...	Johang	6th
Manila	...	President Lincoln	6th
Calcutta & Straits	...	Kutang	6th
Shanghai	...	Changchow	6th
Straits	...	Logra	7th
Shanghai	...	Hakura M.	8th
Manila	...	President Jackson	8th
Straits	...	Atuta M.	8th
Australia & Manila	...	Aki M.	10th
Canada, U.S.A., Japan, & Shanghai	...	Empress of Australia	11th
U.S.A., Canada, Japan & Shanghai	...	Pres Jefferson	11th
U.S.A., Japan & Shanghai	...	Pres. Garfield	14th

OUTWARD MAILS.		Date.	
For	Per		
Hankow & Hongkong	...	Tsao	6 inst. 9 a.m.
Swatow, Amoy & Formosa	...	Kaijo M.	6 inst. 9 a.m.
Swatow & Wuchow	...	Taiming	6 inst. 10 a.m.
Haiphong	...	Song Bo	7 inst. 9.30 a.m.
Straits & Sues	...	Trollus	7 inst. 2.30 p.m.
Swatow	...	Hydrange	7 inst. 5 p.m.
Amoy	...	Sinkang	7 inst. 5 p.m.
Hankow, Peking & Haiphong	...	Yanpai	8 inst. 8.30 a.m.

PASSENGERS ARRIVED.		PASSENGERS DEPARTED.	
Per s.s. Khyber, from Shanghai, April 4th.—Mr. and Mrs. Allen, Mr. A. Baxter, Mr. S. J. Bum, Mr. S. M. Bhosania, Mr. L. A. Block, Mr. Chan Lin-sang, Mr. H. J. Edmonds, Mr. and Mrs. B. I. Graves, Mr. A. H. Giaman, Lady and Miss J. Ho Tung, Mrs. O. D. Jackson, and Master K. Jackson, Mr. H. W. Kingdon, Mr. R. S. Mowawalla, Mr. T. Nishiyama, Mr. and Mrs. C. H. Perry, Mr. and Mrs. R. J. Rawlinson, Mr. Su Joo-ching, Mr. E. Thornton, Mr. J. H. Underwood, Mr. J. T. Williams, Capt. J. S. Mann, Mr. J. O. Horner, Mr. I. B. Benfrey, Mr. W. Williams, Mr. W. Pitts, Mr. J. O. Wright, Mr. R. S. Chudley, Mr. A. R. Antao, Mr. F. J. Noss, Mr. A. Aziz, Mr. L. A. Fernandes, Mr. A. Ching, Mr. R. W. Skindon, Mr. P. Trollop, Mr. W. G. Ball, Mr. N. Westwood.		Per s.s. Soudan, for Shanghai, April 5th.—Mr. C. O. Son, Mr. K. S. Wo, Mrs. H. E. Pickering and Master Pickering, Mr. and Mrs. Johns and two children, Mrs. T. Britow and three children, Mr. Y. M. Cherk and Miss A. M. Simpson. Per s.s. St. Albans for Kobe, Miss L. E. Douglas, Mr. H. E. Yares, Mr. R. E. Culler, Mr. E. H. R. O'Farrell.	

AMUSEMENTS

THE CORONET

Today at

2.30, 5.15, 7.15 and 9.15 p.m.

Metro presents

REX INGRAM'S

"TRIFLING WOMEN"

with

Ramon Novarro, Barbara La Marr, Lewis Stone and Edward Connelly.

Being the tale told of Zareda the sorceress, and of three men who loved her in vain.

Special prices:—

2.30 & 7.15; \$1.00 & 50 cts. 5.15; \$1.50 & 80 cts. 9.15; \$2.00 and \$1.00.

THE STAR

TODAY

CHILDREN'S MATINEE

2.30 p.m.

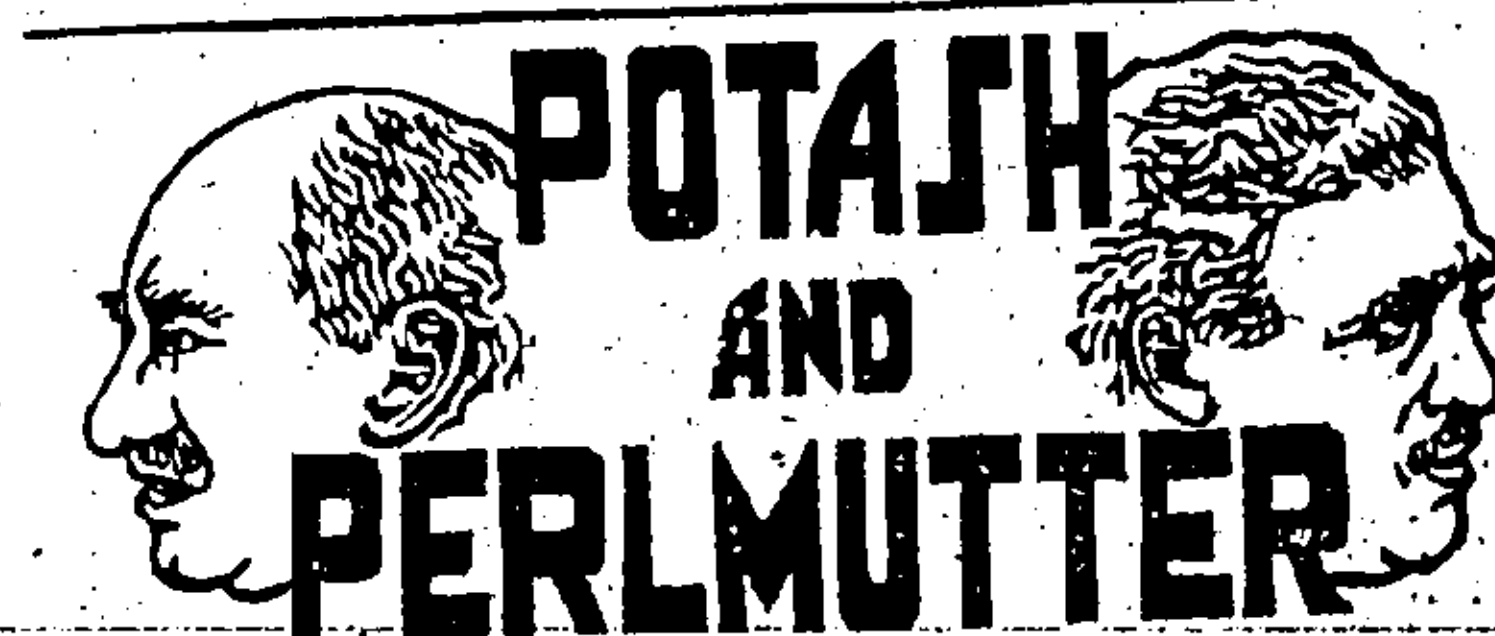
CHAPTERS 9 & 10

THE EAGLE'S TALONS.

TONIGHT

at 5.30 & 9.15

The film sensation of the year.

WED., THURS.
FRI. & SAT.2nd, 3rd, 4th. & 5th
April

THE WORLD'S HAPPY LAD

— in —
THRILL—A—MINUTE
LAUGH—A—SECOND
COMEDY—CYCLONE

HAROLD LLOYD

IN

"SAFETY LAST"

INKWELL COMEDY
TRAPPEDAdmission:— { 9.15 p.m.—\$1.50 & 1.00
5.15 p.m.—\$1. & 70 cts.

AT THE

WORLD

PASSENGERS ARRIVED.

Per s.s. Khyber, from Shanghai, April 4th.—Mr. and Mrs. Allen, Mr. A. Baxter, Mr. S. J. Bum, Mr. S. M. Bhosania, Mr. L. A. Block, Mr. Chan Lin-sang, Mr. H. J. Edmonds, Mr. and Mrs. B. I. Graves, Mr. A. H. Giaman, Lady and Miss J. Ho Tung, Mrs. O. D. Jackson, and Master K. Jackson, Mr. H. W. Kingdon, Mr. R. S. Mowawalla, Mr. T. Nishiyama, Mr. and Mrs. C. H. Perry, Mr. and Mrs. R. J. Rawlinson, Mr. Su Joo-ching, Mr. E. Thornton, Mr. J. H. Underwood, Mr. J. T. Williams, Capt. J. S. Mann, Mr. J. O. Horner, Mr. I. B. Benfrey, Mr. W. Williams, Mr. W. Pitts, Mr. J. O. Wright, Mr. R. S. Chudley, Mr. A. R. Antao, Mr. F. J. Noss, Mr. A. Aziz, Mr. L. A. Fernandes, Mr. A. Ching, Mr. R. W. Skindon, Mr. P. Trollop, Mr. W. G. Ball, Mr. N. Westwood.

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